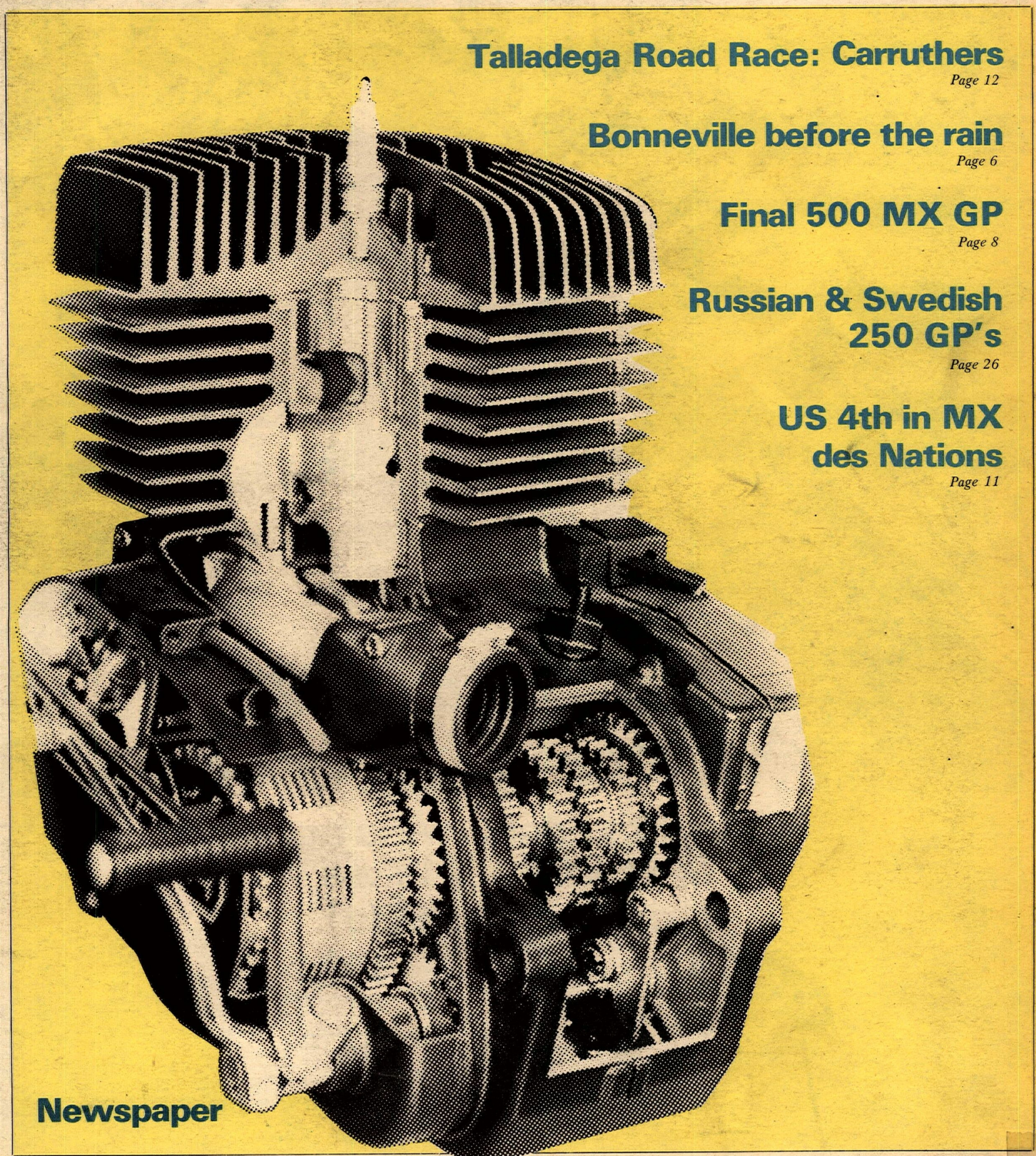
CYCLE NEWS

WEST

Volume X : Number 35 : September 11, 1973 50¢



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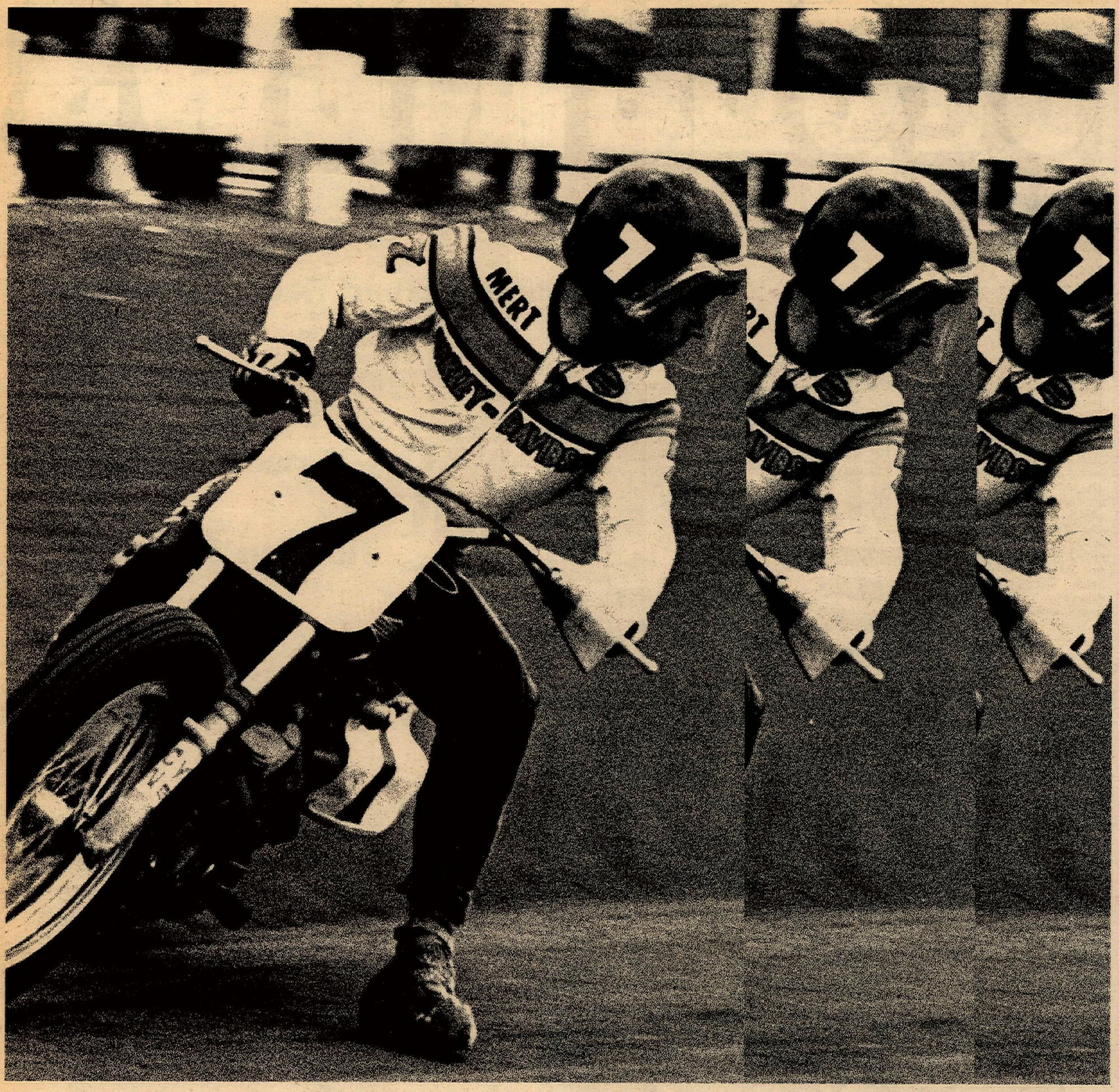

Harley-Davidson wins again! Mert Lawwill takes (Indianapolis Mile).

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VOICES OF THE WEST

From Moody to Mini

Again true to form, Mr. Guy Outland, Youth AMA Manager, completely missed the point. Mini-Cycle racing did not start when the Y.A.M.A., decided to write a rule book and get involved. Organized racing had been going on all over the country for approximately five years. There is already established Expert riders who graduated under point systems and for the AMA to come along five years behind and declare there are no Expert riders in the country until they designate them is asinine.

It also is a bit degrading to their system when the riders they have declared to be the only Experts in the country could not get in the top ten placings at the recent National Mini-Cycle Association Nationals.

The Y.A.M.A. National race in Alabama (and quoting Mr. Outland, "any organization can call it a National",) had approximately 82 entries. The N.M.A. (obviously the recognized National) had 552 entries from eighteen states including Alabama. In the two day event, 83 motos were run off without a problem and even with 12 NMA officials in attendance not one of them were involved in an argument or got physically assaulted. I am led to believe that Mr. Outland has not been this lucky with his AMA venture.

I agree with Mr. Outland that people truly interested in the sport want a set of rules and an organization set-up through out the country. It is a great pity that the AMA did not look further into the existing Mini-Cycle rules before they tried to write their rule book by copying part of it from the professional race rules and part of it from the NMA rules.

What is the point of having a rule book at all if as per Mr. Outland's statement that the AMA constantly changes their rules at the event and without any prior warning by bulletin to the riders?

JACK WARD
Mission Honda
Mission Viejo, Calif.

A Figment of Your Imagination

Just a note in regard to your astute editorial comment in the guest editorial by Mr. Bob Ham (Aug. 6 Cycle News).

You state "As there is no state DOT it would require formation of said dept...Ed." How strange it is that this allegedly non-existent body transferred a sizeable sum of monies from the state gas tax revenue to the off highway fund. Perhaps the Cycle News editorial staff had better inform this organization of their non-existence.

JIM STRACHON
Culver City, Calif.

We did...Ed.

African Aid

I am leaving September 15 of this year for Africa. I will be there until November first. I'm going on business – nothing to do with motorcycle racing. I will be in Ethiopia, Kenya, South Africa, Nigeria, Tunsia, and Morocco.

I don't think I'll be able to stay away from racing that long. Does anyone know where there are tracks in the fore-named countries? I understand there is speedway in South Africa. Anybody know where? I would appreciate any help anyone can give me.

RUSTY SEWELL 96n
Box 752
Beaumont, Texas 77704

Speak Softly

I want to put a set of street, silenced expansion chambers/quiet pipes on a Kawasaki 350cc S-2. I would greatly appreciate any help you can give me. I have tried my local dealer.

BARRY LONG
Sparks, Nevada

We don't know of any pipes for the S-2 that add performance without increasing the noise level at least a little, therefore we discourage you from using them. There are quieter (and cheaper) ways of obtaining performance. However, if you persist, we'll cop out and give you the address of Bill Wirges: Box 12228, Las Vegas, Nevada 89112. You can call him at 702/457-1559. Wirges only builds accessories for Kawasakis. His S-2 silenced exhaust system will cost you about $140. If you don't get anybody, it's because he's at Bonneville...Ed.

We Need Each Other

As you know, when we opened a year ago we had very high hopes of making this a first-class facility for cyclists. While in our planning stage we got much encouragement from cycle clubs and organizations. We were told how much these facilities were needed and how prejudice prevailed against cyclists in many campgrounds.

We also found much prejudice against motorcyclists in trying for permits and obtaining financing. Outside financing became impossible until we completed some facilities, opened and established a good "track record". We were confident that would happen so all our partners put in their own money and we put in restrooms with tiled showers, water and electricity to all sites and other things as required by the County to open. Unfortunately, our confidence was soon shattered. The clubs and organizations were no longer heard from.

For years cyclists have been accustomed to riding all over the desert and even though it is now illegal, many continue to ride on anyone's property they please and do not want to pay for the use of land or facilities.

This is a very narrow viewpoint, however, because the time is fast approaching when the desert is becoming too populated and the cyclists will not be tolerated. If our park is not successful, no one else is going to attempt the headaches of trying to open others. The cyclists will need many facilities like ours if he wants to continue his sport. The clubs, publications and organizations should be encouraging us and many people like us to remain open to them and to expand.

We would appreciate your publication exposing your readers to our facility and telling your readers without their support, our facility and similiar facilities cannot surrvive. Thank you.

GEORGE LETTS
Oak Hill Wheel World
Phelan, Calif.

Also Available

If you have read Lane Campbell's article on "Community", and/or if you are interested in receiving more information about a community/corporation centered around motorsports enthusiasts or if you have any ideas concerning a community corporation, write to me at: 8832 Prestwick Way, Santee, CA. 92071. Should you prefer not to write, call me at 714/448-2354 anytime after 5:30 PM on weekdays. Any information and suggestions will be appreciated.

BILL RYER
Santee, Calif.

The Federal Papers

I have just finished reading the August 21st issue of Cycle News and, in particular, your article on the EPA hearings in Los Angeles. I thought it was a particularly well written article but more than that, it will be helpful to us in attempting to secure relief from the proposed transportation controls. I say this because I know EPA officials are watching closely all industry statements and comments.

It is my intention to remain in close contact with EPA officials between now and October 15th, and additionally, to testify before the Interstate and Foreign Commerce Committee of the U.S. House of Representatives. They will be holding oversight hearings on implementation of the Clear Air Act and I certainly think the impact on our industry should be brought to their attention.

STUART PHILIP ROSS
Legal Counsel, MIC
Washington, D.C.

He? (Junior?)

Announcing a new type of racing machine! One horse power, 50 miles to the bail, four speed transmission, high torque in gear starts, size nine aluminum alloy tires, four inch steel brakes, 1200 pounds fueled, 16 hands high at bars, top speed 23 MPH, primary kick – very painful, price $550. Oh, by the way, he is an Appalosa Gelding, the kind you associate with an "Indian". He barrel races and jumps, and, with your permission, I would like to name him Cycle News Jr. He like bikes.

KATHY GETTINGS
Northridge, Calif.

Sure, you can identify him with a stickie...Ed.

Crying About Dirt Roads?

Can't a desert club at least give some indication of travel time from first lime to the pits or, better yet, go by the rule book (which prohibits the use of lime) and just publish miles from turn to turn, etc. They published that the race was limed from Four Corners but forgot to say it was closer to Las Vegas. I'm not given to crying about dirt roads; I don't mind them. But shouldn't we have some warning to allow extra travel time when there are 20 miles at 20 MPH?

ALMOST TOO LATE

Unbeliever

I couldn't believe you actually put into print all those awful things about the Suzuki. I notice the test rider didn't sign his name. I don't blame him. Sounds like he needs to learn to ride. He's sure got a bad case of it.

C. LYLE
Jax, Fla.

Like all our tests, this test reflected the opinions of all our staff members who rode it. In the case of the TM-250, four different riders spent enough time on the bike to contribute significantly to the test...Ed.

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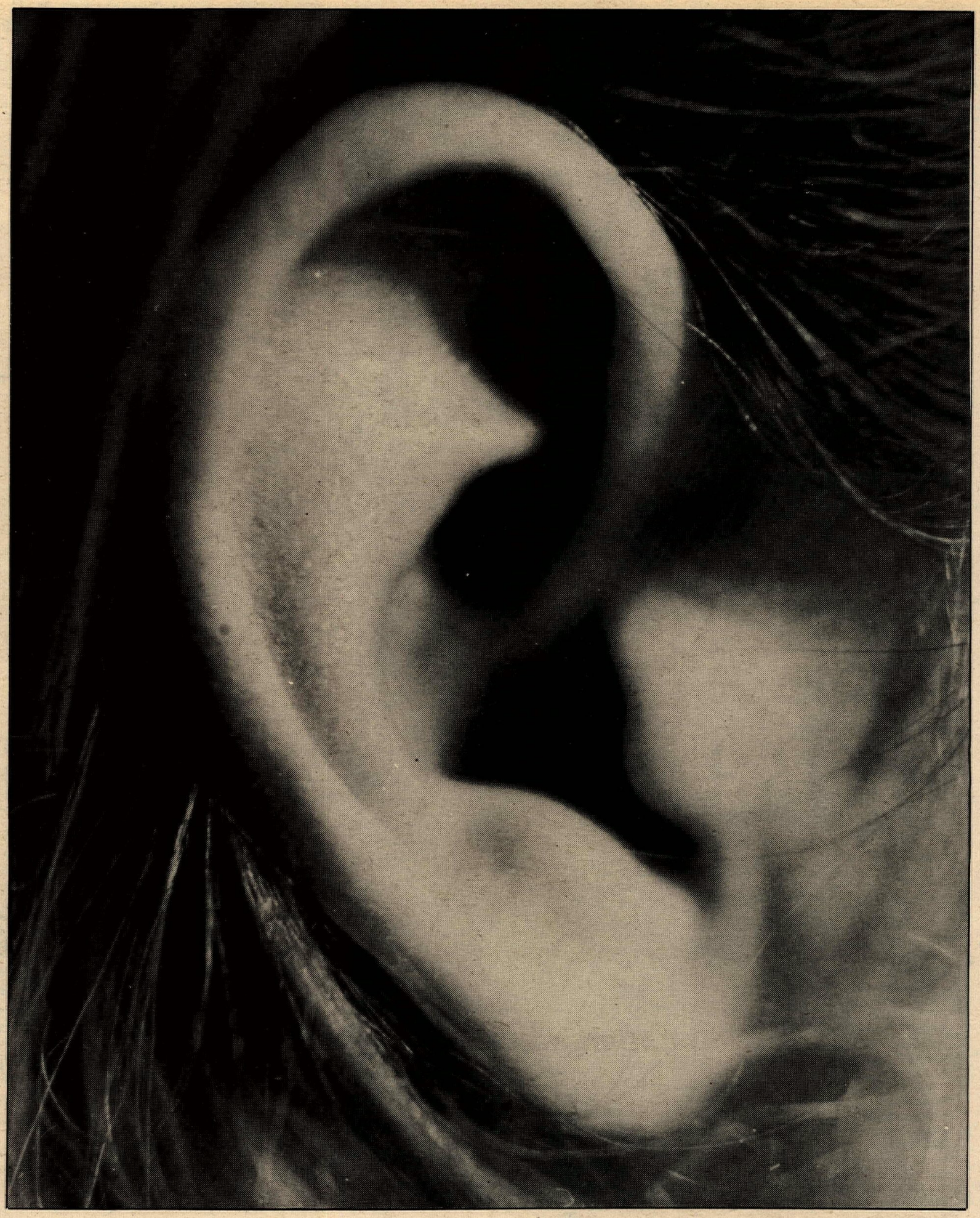
COVER: The new Can-Am powerplant with rotary valve, tuned induction and Multilube injection. And it's only 10 inches wide. Story on page 18.

We listen.



Why is Cycle News the preferred motorcycle enthusiast's paper everywhere? Because we listen. We welcome any and all comments and suggestions for our readers. You asked that we return to more coverage of local events...we listened. You asked for more stories on top riders...we listened, and they're in the works right now. You asked for more new products, and the staff fool sat right down and wrote one. You asked for Speedway...we listened, and we print everything on Speedway that we can get our hands on. Fred called about getting stories on San Francisco Bay area racing printed ...we listened, and gave him the information he needed. Now we are looking forward to his first editorial contribution.

Cycle News is put together by motorcycle people for motorcycle people. The reason our readers make us the number one weekly motorcyclist's publication is...we listen.

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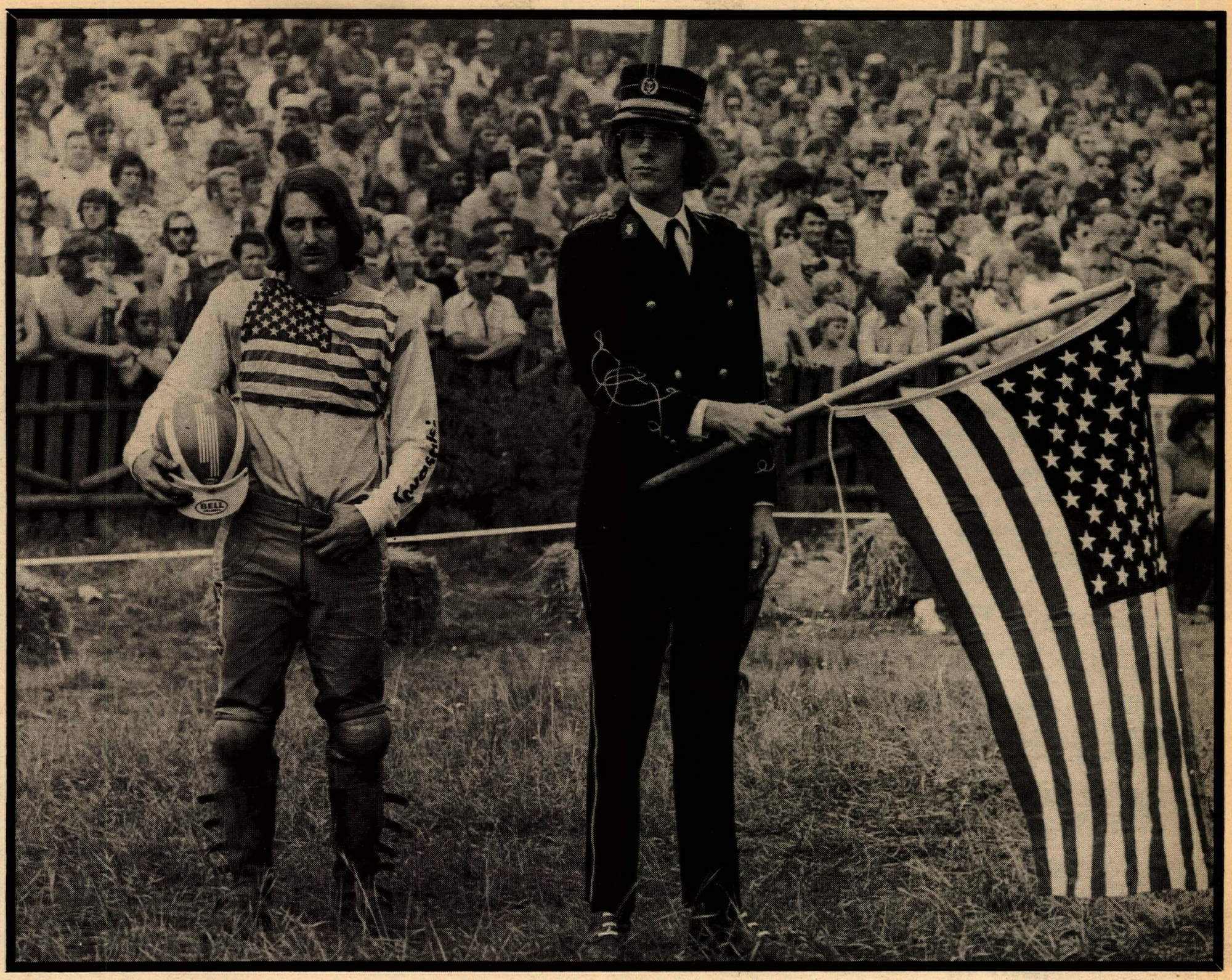

Brad Lackey and friend at the opening ceremonies at the Dutch GP.

THE LATEST POOP BY PAPA WEALEY

WAIT UNTIL PRIDMORE GETS ONE. The new BMW is a 900cc twin. The R-90 is very much like the R-75 with which it shares the same stroke. In fact, all three BMW's (the 600cc R-60, the 750cc R-75, and the R-90) share the same stroke. The 500cc R-50 has been discontinued. Other changes for 1974 include a five speed transmission and restyling. The instruments have been moved out of the headlight and the headlight shell has been restyled. The 900cc horizontally opposed twin is available in two versions, the normal tourer and the R-90 Sport. Except for the R-60, all models have disc brakes. Single discs are standard on the R-75 and R-90 with dual discs catalogued as an option. On the R-90 Sport dual discs are standard. The R-60 retains the drum brake as standard with the disc optional. The R-90 Sport is expected to retail for something in the neighborhood of $3400 which leaves us wondering how it is going to compete with the Kawasaki 900, the Ducati Sport, or several other bikes. There's no doubt, though, that BMW road racer Reg Pridmore will be delighted to see it.

OFF TO BOB WITH BRAVE: Our former Associate Editor, Dave Schoonmaker (alias "The Claw") has clawed his way off to work for the Bob Braverman empire at "Dirt Rider". Of course you won't hear from him for months, then you can expect him to spew forth with the latest information of DH reed valves and handy tips on how to endo your Yamaha YZ. He'll be working under Dave Swift, the new editor of "Dirt Rider", a position of heavy responsibility.

Contary to what we have previously printed, Lane Campbell's zip code is not 54601. 53601, nor is it 52607. It is, in fact, 52601.

Our thanks to Rick Hyde of the Brush Barons MC in D-38 for the personal invitation to their 4th Annual Team Scrambles, and our apologies for not attending. Yes, D-38 deserves a little coverage; we regret we just didn't have enough people to get everywhere at the time, and hope we can make it next time.

Honda is making their 500 four obsolete by producing a 550 four. The first tests of it and the new 360 twin will appear in "Cycle". At least, that's where we saw the bikes. The 550 seems very similar to the 500, but the 360 has been extensively changed.

Clams reproduce sexually but ducks don't have teeth.

We wonder how Bob Braverman on a 750 is going to explain being beaten by a bicycle.

ROBERTS (J.N.) RETURNS: Desert great J.N. Roberts returns to action next month to compete in Mickey Thompson's big bucks off-road spectacular at Riverside. Safety considerations have prompted promoters to scratch the plan of running the cars and bikes simultaneously. The two and four-wheeled pros will run separately against the clock. The $150,000 extravaganza is slated for Oct. 5-7.

AROUND TALLADEGA: Hurley Wilvert crashed heavily on the fourth lap of the National, suffering a badly bruised side. Dave Aldana's Norton gave out on the 10th lap after he had diced with fellow Team Mexican rider Gene Romero for several laps. Art Baumann dropped out on the 17th lap when the center cylinder on his Kawasaki went "boosh". The newly added chicane on the back straight was faster than Daytona's with the two strokes going through in second gear and the four strokes whizzing through in third. The chicane cut the pole speed down by three miles per hour as compared to the eight MPH drop at Daytona. Yvon DuHamel won the pole position with an average speed of 110.344 MPH with Gary Nixon, Art Baumann, Paul Smart, and Cliff Carr filling out the fast five. Gary Scott finished 15th to pick up a handful of points on Roberts.

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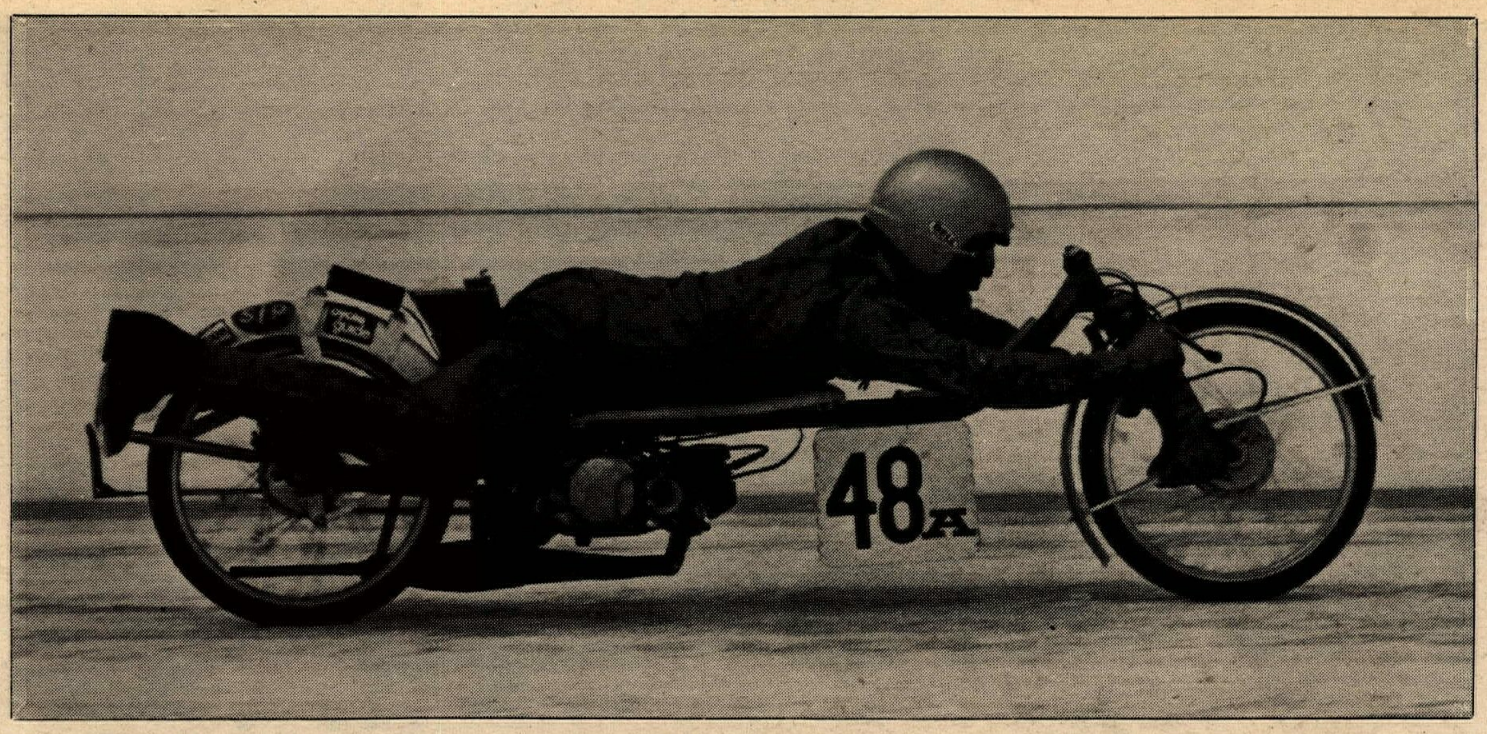


Darrell Packard does this every year.

Bonneville: Streaks on the Salt

By Don Woods

Listen to a bunch of bench-racers who've never been there discuss Bonneville and you'll hear all sorts of imagined and hope-for records.

"All you've got to have is horsepower and two wheels." "Boy, I could bust that 250 record wide open." "Yea, Bonneville's easy." Cal Rayborn, probably the best road racer this country has ever produced, thought that way in 1970. Anyone who's seen the movie "On Any Sunday, knows what happened to Cal when he thought he'd just go up and set a world's record in an afternoon...

In August each year a small group of car and bike speed nuts, who realize the challenge that is Bonneville, congregate on the salt flats for their annual record attempts. It is the last place a motorcyclist can race that he doesn't have to think about noise, ecologists, and the hassle that we seem to generally get in our everyday lives. You can get your head into what you're doing and a week will go by before you know you've started. You get to playing a numbers game that has your whole soul in it. The only way you can produce those big numbers on that daily record qualification sheet is with lots of sweat, concentration, more sweat and if you're on something with some big inches, you better have some hair.

The 25th running of the Bonneville National Speed Trials, as the event is called, produced 35 new records for someone to shoot for in the future, which is a good number considering that almost half of the event was either rained or blown out by high winds.

Although the trials start on Sunday, if you get there the day before you can get the tech inspection sticker and have that chore out of the way. The AMA officials, headed by Earl Flanders, are a dedicated group of people who spend the whole year thinking about what they're going to do at Bonneville next year.

You don't have much trouble remembering any of the officials' names because all of them answer to Flanders. Earl and his family live for Bonneville, and when you get tech inspected instead of hassle you get complements for good ideas and workmanship and suggestions on how to change things if it looks to them like it is not going to work. The Flanders are not scared off by an unorthodox looking bike, but they will never let a machine pass inspection that displays the slightest trace of shoddy finishing, or that appears to be in any way unsafe.

I've never seen officials who take more interest in their work, and who are ready, if you are having problems with your machine, to offer some good suggestions drawn from years of seeing just about everything that can be designed to run fast on two wheels.

The salt is better this year than it's ever been. Sunday's first qualifying runs bear this out. Of the 115 entries that are ready, 38 qualify to run for records the next morning by posting a speed better than the record for the class they're competing in.

Warner Riley, whose claim to fame is his engine building and tuning efforts on the current world record holding Harley-Davidson streamliner, unloads his single-engined Harley Sportster and promptly goes 163.04 against a class record of 155.883. He's running without a fairing and on gas and even though his sportster has 1507cc's displacement, if you added lights to it, you'd have a hard time telling it from somebody's street bike.

New for this year is a production class, where the enthusiast can compete with his street machine. The rules on modifications to the engine are fairly liberal, as they should be, but your bike has to look like it did in the show room. You have to have stock pipes, but you can modify the baffles because no one cares how much noise you make. Whoopie!

Most of the production bikes entered in the event are Kawasakis. Since the factory has offered a contingency prize of a new bike of the same displacement for anyone who sets a record, it's easy to understand. Fastest production time is posted by Dale Alexander with 133.53 on his 900 Kawasaki. Since there are no records in this class, most of the competitors think they will have an easy time exceeding the minimum qualifying speeds to make a record attempt, but this is not the case, as some of the new competitors find that the thin air at the mile high altitude of the salt flats is not conducive to getting the engine to put out.

Fastest time of the day goes to Carl Morrow, running a partially streamlined (which means he has a fairing) 1250 fuel-burner. Carl zaps a 141.041 class record with a speed of 181.81. Carl brought his oxygen with him, it seems.

Unfortunately, Sunday is the last day of beautiful salt. The rest of the week is spent in trying to get record attempts clocked in the morning and some qualifying runs in the afternoon. It's frustrating and wears on your nerves when you just know that if you can get

Dale Alexander set lots of records. He's assisted by Pops Yoshimura.

The sun keeps the salt hot and dry.

one more run in you can have a chance at that record you're shooting for.

Besides the usual amount of individual entries by Johnny Lunchbucket, who brought his one bike to the flats along with a buddy, or girl friend and beer, there are several fairly large and organized efforts aimed at capturing a block of records. Most of these group efforts are back on some way of cycle factories or accessory companies for advertising value. Young Mark Lingua, who's practically been raised on the salt flats as a result of his fathers automobile racing interests over the years, shows up with four small Harleys and Jack Krizman and his crew to twist wrenches. Krizman does a lot of research and development for Harley-Davidson Motor Co. and by the look of the bikes, Mark didn't walk into his local dealer and get them.

Through much hard work Mark manages to capture three records in the small displacement classes. Most of these records are under a hundred miles an hour, but they don't come easy on the small machines.

Dale Alexander, a pilot for Flying Tiger Airlines, is the busiest man at Bonneville all week. Dale manages the Yoshimura speed equipment firm in his spare time and along with four motorcycles, brings none other than "Pops" Yoshimura along in person. Dale is making so many runs on so many different bikes that he turns his production 900 Kawasaki over to Bruce Flanders to ride. Bruce cranks off a decent ride, posting the fastest production record of the week with a speed of 141.733 MPH.

Bruce is really stoked with getting the record. Who wouldn't be? Meanwhile Dale is rapidly losing weight with all the running back and forth from one end of the flats to the other, riding various concoctions that Pops has dreamed up. The neatest and best-sounding bike is a 650cc Honda four that has a six-speed transmission and sounds like it's turning 15,000 revs when it's making a run. It's a high just to hear it.

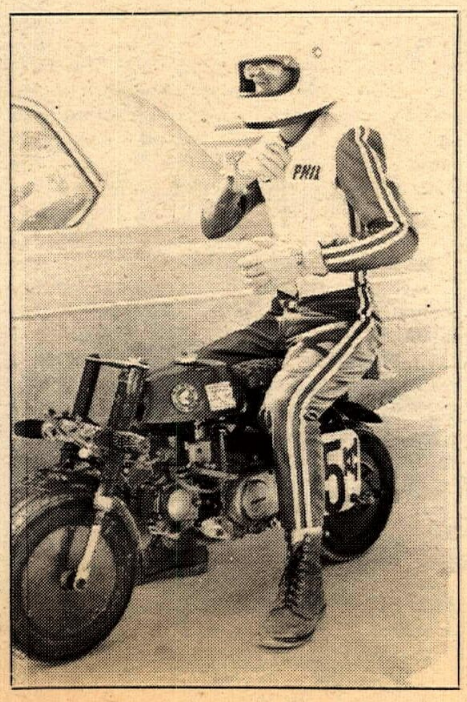
Dale gets a total of seven records by the end of the meet, which must be some sort of record in itself. It is celebration time in Wendover, Utah.

The flats wouldn't seem like Bonneville without the crew of Jack Wilson of Big D Cycles of Dallas, Texas. Jack brings a whole bunch of Triumphs with various and sundry riders. He and his crew have set many records over the years and this year they fielded some of the most exotic equipment at the flats. Turbo-chargers were hanging off of Triumph triples and the neat thing about it was that they worked. Although the fastest record that was captured by this crew was only in the neighborhood of 156 MPH, they are charting the way to go in years to come for the speed and horsepower seeker.

The streamliners, most of which are just marking time until the meet is over so they can make World Land Speed Record attempts, always draw the most

Continued on page 30

There's a class for everything; Phil York, 88.50.



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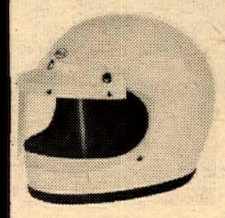

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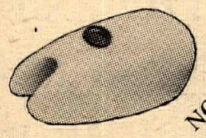

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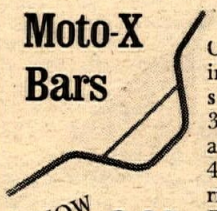

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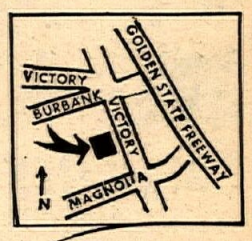

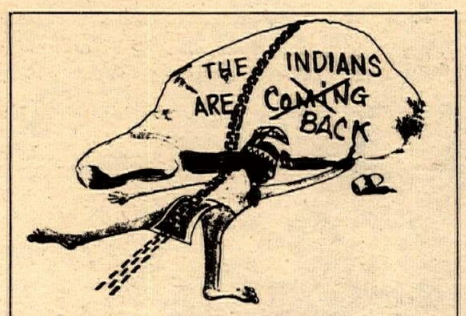

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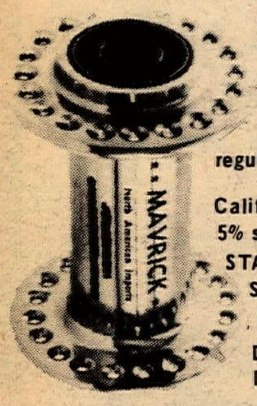

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CMC RIDE WITH THE BEST

Judgement Day

First moto winner Ake Jonsson stuffs it through the last turn.

The Dutch 500 GP

By Tomie G. Lafon

ST. ANTHONIS, HOLLAND, AUG. 19

The last go around. This is the one that will make or break DeCoster and Bauer. The same thing was to happen to Willi Bauer as happened

to Ake Jonsson in 1971. The Maico would go belly up. Only this time DeCoster would break and the last round would be the one.

Saturday evening after practice, Brad Lackey's Kawasaki was down on power. Brad decided to do a top end job. After borrowing enough tools, mostly from the CZ team, and with the help of John Banks and Roger DeCoster, the job was done just before dark. For a little break in, there's nothing better than a few full-bore, crossed-up, one-handed wheelies. Banks has to try it out too. John tucks his left pant leg into his sock and takes off, no shirt and no smash hat, just his pants and "full bore" sandals. John was doing OK till he nearly high sided and called it a night. It was already dark. Brad also found the front down tube was cracked. That old Kaw was showing its age.

After practice Sunday morning, the times were listed. Gerritt Wolsink had fast time. Funny how the best home rider always gets fast time. DeCoster had fast time in Belgium, Bauer had fast time in Germany.

After the 500 Support class had a couple of rides, there was the presentation of the international riders with all the flags. The Champion Spark Plug girls went down the line of riders getting their pictures taken as the band marched up and down in front of the grand stand, doing their thing.

This year a rider received points only for his best eleven rides. Even if he won all twenty-two motos, worth 330 points, he would only receive points for half of them, that is, 165 points. Before this race DeCoster had 145 points and Bauer had 143. Bauer could improve his score with a first, second, or third. DeCoster, on the other hand, wouldn't gain anything by taking third as the lowest score from his best eleven rides is a third and another third won't help him. Bauer needed at least a second in one moto in front of DeCoster. If Willi had a second and DeCoster a third, Bauer will win by two points as a second will drop a fourth. The last heat of the last race would decide the title.

The riders walked back to the pits, got their bikes, came out and lined up, ready to go.

As the gate fell, John Banks pulled out to a good start and looked set to be first into the turn, but he shut off before anyone else. DeCoster rounded the turn first as half the field went by Banks. Big John just wasn't trying very hard. Jiri Stodulka and Hans Polsvoort lost some time trying to run over one another. Both got up and took off unhurt. DeCoster came flying over the jump with Bauer hot on the trail followed by Ake Jonsson, Raymond Heeren, and Banks. The fans were going wild, waving their programs at DeCoster and Bauer. Frans Sigmans moved up to fourth ahead of Heeren as Gerritt Wolsink moved Banks back to seventh. On the third lap DeCoster crashed and Bauer came around first over the jump to start the fourth lap. Jonsson was second now, followed by Dutchman Peter Willems with DeCoster in fourth, Frans Sigmans fifth and Christer Hammargren sixth ahead of Banks. Wolsink had worked up to tenth.

The fans were going wild, Willi Bauer was going to be the new World Champ!

Things stayed the same for the next few laps except Jonsson was moving up on Bauer. Banks had enough laps in for his start money and pulled in the pits and loaded up to sit out the rest of the day. The old will to win is gone.

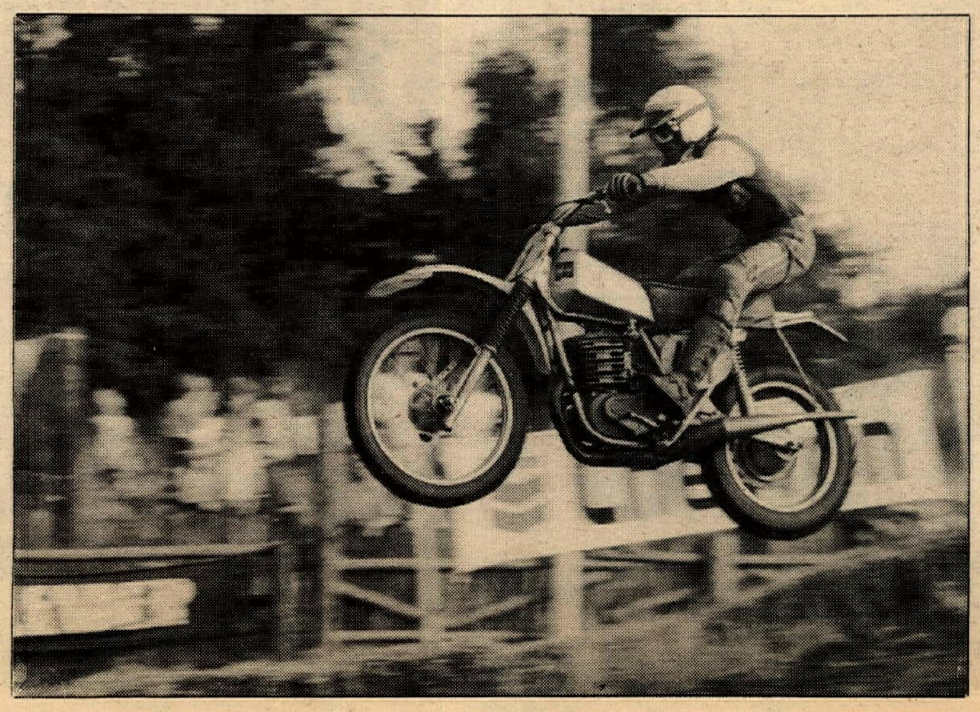
Then the bottom fell out for Maico. Wolsink crashed into the fence on lap ten trying to miss a spectator running across the track. Bauer came around barely motoring. His base gasket had blown.

It was all over for Bauer. DeCoster would win and be World Champ!

But this was not to be either. Two laps later DeCoster pitted, his pipe broken off about five inches from the port. After about a minute of hand waving, DeCoster went back out. It was in vain as fourth was the best he could do. Ake Jonsson won, followed in by Jaak Van Velthoven and Christer Hammargren for a Yamaha 1-2-3. Brad Lackey was out with a broken frame. The crack hadn't healed up overnight.

Bauer got a new top end and carb

Gerritt Wolsink on his way to victory in the second moto.



Willi Bauer: Only second best in the whole world.

while DeCoster got a big scab patch welded on his pipe to hold it together.

As the gate fell, DeCoster shot into the lead. Bauer was back in the middle of the pack. Wolsink flew by DeCoster to be the first one around. DeCoster was second. Then came Sigmans followed by Bauer. Ake Jonsson was next. Van Velthoven was back in eleventh. He moved up to sixth on lap two. Ake Jonsson was on the move. By lap three he was third ahead of Wigmans and Bauer, Bauer's Maico was down on power. On the fifth lap, Jonsson was second and closing on Wolsink with DeCoster third and Van Velthoven fourth.

Then came the shock: Bauer was out, his carb had messed up, loading up the engine. DeCoster was World Champ again for the third time, and the race wasn't even over — except for Bauer.

DeCoster got the word from a Japanese mechanic in English on the pit board "Bauer Out". (Why do Japanese talk to their Belgian riders in English?) Word came over the PA, "Roger DeCoster is World Champion".

DeCoster kept going but Van Velthoven got by to take third on lap fourteen. Vic Eastwood worked up to seventh for his best finish all year in a GP. He lost a head stay bolt in the first heat. So came the end of the second moto and the end of the 500 GP season.

DeCoster was champ (and third overall here) with 145 points, Bauer ended up with 143. Neither rider scored a point in Holland. Up on the winner's stand, washing out the dirt, were Ake Jonsson and Roger DeCoster. Jaak Van Velthoven rode up a few minutes later, all washed up, on his Yamaha mini.

There were going to be a lot of corks popped tonight. ●

Results

Moto 1: 1. Ake Jonsson (Yam), Swed. 2. Jaak Van Velthoven (Yam), Bel. 3. Chr. Hammargren (Yam), Swed. 4. Roger DeCoster (Suz), Swed. 5. Frans Sigmans (Yam), Neth. 6. Werner Schutz (Mai), W.Ger. 7. Tiny v. Erp (Mai), Neth. 8. Raymond Heeren (Mai) Bel. 9. Arne Kring (Hus). Swed. 10. Otakar Toman (CZ), Czec. 11. Hans Polsvoort (Mai), Neth. 12. Oby Hiemstra (Mai), Neth. 13. Zalanska (CZ), Czec. 14. Daniel Pean (Yam), Fran.

Moto 2: 1. Gerritt Wolsink (Mai), Neth. 2. Ake Jonsson (Yam), Swed. 3. Jaak Van Vethoven (Yam), Bel. 5. Peter Willems (Yam), Neth. 6. Willy v. Loon (CZ), Bel. 7. Vic Eastwood (Mai), Eng. 8. Frans Sigmans (Yam), Neth. 9. Werner Schutz (Mai), W. Ger. 10. Raymond Heeren (Mai), Bel. 11. Tiny v. Erp (Mai), Neth. 12. Pattrick Drobecd (Yam), Fran., 13. A. Mandritchenko (CZ), USSR. 14. Daniel Pean (Mai), Fran. 15. Oby Hiemstra (Mai), Neth. 16. Jyrki Storm (Yam), Fin.

Roger DeCoster became only the second person ever to take three 500 titles in a row. Friedichs did it too.

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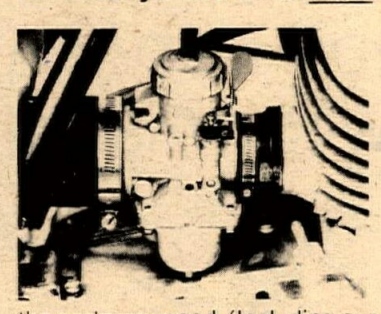

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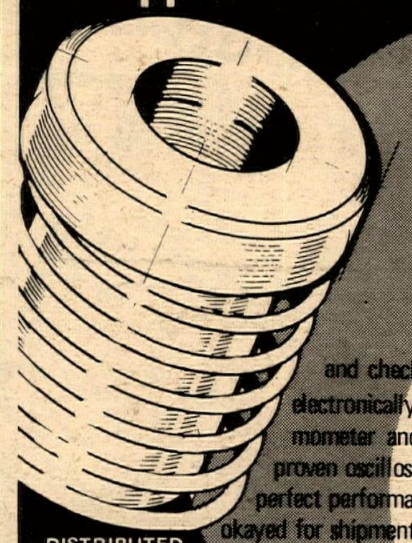

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Ascot Hateley's

By Howie Fowler

GARDENA, CAL., AUG. 31

Once again there was another new track record set at Ascot, but this time it was a Novice setting the new mark.

Skip Aksland, in the second of four Novice heats set a new five lap Ascot record of 1:59.54, bettering John Gennai's record of 1:59.62, set Aug. 4, 1972. Taking the only other direct transfer in the second heat was Gary Bevans, sending John Allison, Dave Harris, and W. E. Wisenant to the Semi.

The third heat was the second fastest with the win going to Chuck Soderstrom ahead of Tandy Adams. The next three across the line and headed for the semi were John Smith, Dave Racine, and the only female rider to ever make a Main event at Ascot, Debbie Reon.

The first Novice heat was the slowest of the four with the win going to Tom Berry and second spot going to Brad Hold. Third and fourth went to Gary White and Russ Barnett for their positions in the Semi. The final Novice heat was won by Randy Roderick with Nick Nazzisi right on his rear wheel. Headed for the Semi were Randy Miller and Jeff Coleman who finished third and fourth.

Setting fast qualifying time for both the Juniors and Experts was Norton mounted Rex Barratt. In the first heat he was headed for the win on the last lap when over anxious throttle action coming out of turn four caused an easy, but embarassing slide-out. Moving up for the win was Sal Peluso, also a Junior, with Bob Saners getting second. Expert Tom Horton took third with Junior Mike Myers running fourth.

Danny Hockie ran away from the second heat with Tony Dell finishing second. Veteran Expert Ron Moore took third spot ahead of John Gennai sending them both to the Semi. John Hateley won the third heat ahead of current Ascot point leader, DeWayne Keeter. Nabbing third in the second heat was Junior Rob Morrison ahead of Devon Sowell.

The final Junior/Expert heat was taken from the green to the checkered flag by rookie Expert Brian LaPlante ahead of Junior John Sperry, Expert Ron Powell and Junior Art Fredenburgh.

The Novice Semi was won by John Allison, being challenged all the way by Randy Miller who got second and John Smith who took third ahead of Jeff Coleman. The Junior/Expert Semi was an upset win for Art Fredenburgh as he came from last starting position. Tom Horton took second place and the only other transfer to the Main.

The Trophy Dash pitted two Juniors against the veteran Expert, DeWayne Keeter and the rookie Expert Brian LaPlante. Junior Rex Barrat was first off the line with the other Junior, Danny Hockie, right with him. Hockie was first down the back chute with Barratt taking to the high groove into turn three and four. Unfortunately the high groove turned out to be the slow way to go as Hockie won the kiss with Barrat taking second, Keeter third, and LaPlante fourth.

The Novice Main turned out to be a runaway for Skip Aksland in his bid to take over the point lead of Tom Berry. Aksland is now within two hundred points of Berry, which means that if Berry makes too many mistakes, which isn't likely, or misses one or two weeks of racing it could cost him the point lead. Brad Holt took the second spot in tonight's race dropping Berry to third. Gary Bevans took fourth on the only Bultaco in the Main.

The combined Junior/Expert Main pitted DeWayne Keeter against the number two and three men for the Experts, John Hateley and rookie Tom Horton. For the Juniors Danny Hockie was out to tighten the race between he and Rick Hocking. Hockie was first man to the first turn with the rest of the field mixing it up for th rest of the positions. Keeter, Horton, and Junior Art Fredenburgh were all chasing Hockie with Hateley running about sixth. Hockie seemed to have it in the bag but there was somebody gaining positions back in the pack, a rider here, a rider there, etc. Consistency is what makes a rider a crowd pleaser and a racer.

For someone who makes wine commercials to win an Ascot Main event is not all that unusual and John Hateley is the type of professional to do both. Riding the high groove, keeping in excellent physical shape, and keeping a level head is what John Hateley does best. Tonight he did all these things and added yet another Ascot win to his career. Hockie held on to second money ahead of DeWayne Keeter whose point lead has been narrowed to just 26. Taking fourth was Tom Horton with Art Fredenburgh running fifth.

Next week's half mile program should be just as exciting with the Ascot point season not too far from over. The following Friday will be a TT Steeplechase with the Festival taking place on Saturday the fifteenth. The rock festival will feature Jose Feliciano, El Chicano and Bramha with Half Mile racing that night. Your $5.50 admission ticket to the festival is also your admission ticket to the race that night.

Results:

Novice Main: 1. Skip Aksland (Yam); 2. Brad Holt (Kaw); 3. Tom Berry (Yam); 4. Gary Bevans (Bul); 5. Randy Miller (Yam); 6. Nick Nazzisi (Yam); 7. Tandy Adams (Yam); 8. Chuck Soderstrom (Yam); 9. Randy Roderick (Yam); 10. John Allison (Kaw).

Trophy Dash: 1. Danny Hockie (Yam); 2. Rex Barratt (Nor); 3. DeWayne Keeter (H-D); 4. Brian LaPlante (Tri).

Junior/Expert Main: 1. John Hateley (Tri); 2. Danny Hockie (Yam); 3. DeWayne Keeter (H-D); 4. Tom Horton (Tri); 5. Art Fredenburgh (Tri); 6. Tony Dell (Nor); 7. Sal Peluso (Tri); 8. Brian LaPlante (Tri); 9. Bob Sanders (Nor); 10. John Sperry (Tri).

Mark Williams Victorious at Spokane

By Pat Ascol

SPOKANE, WASH., AUG. 18

Mark Williams from Springfield, Ore., went home the big overall winner from Holiday Hills Saturday night. Mark rode his Triumph to take fastest time for the evening at 27:28, and took the checkered flag for the Trophy Dash and Expert Main. Mark along with Alan Mundt had driven the previous night all the way from Kansas City to participate in the half mile event.

The crowd of spectators witnessed a fast night of racing as more than 56 riders from the Northwest showed for the $1500 sanctioned AMA race.

John Hartman set fast time in the Junior class at 27:88 and the Trophy Dash went to Kirk Watterson. The Main event winner was Alan Mundt as he led the pack, driving hard into the corners gaining ground lap after lap to beat out John Marinacci, Gary Hite, and Brad Tibbetts.

The young Novice rider Don Smith rode his Yamaha to an overall sweep as he took his heat, the Trophy Dash and Novice Main event ahead of Mark Jagger, Bernie Larson, and Mitch Kelley.

Holiday Hills is having a possible $2500 purse AMA sanctioned race September 8. Please contact John Graham through Holiday Hills, Spokane, Washington or call 509/928-2500 for further information.

Belgium wins Motocross des Nations

Team America Takes Fourth

By Gunnar Lindstrom

BOHLEN, SWITZERLAND, SEPT. 2

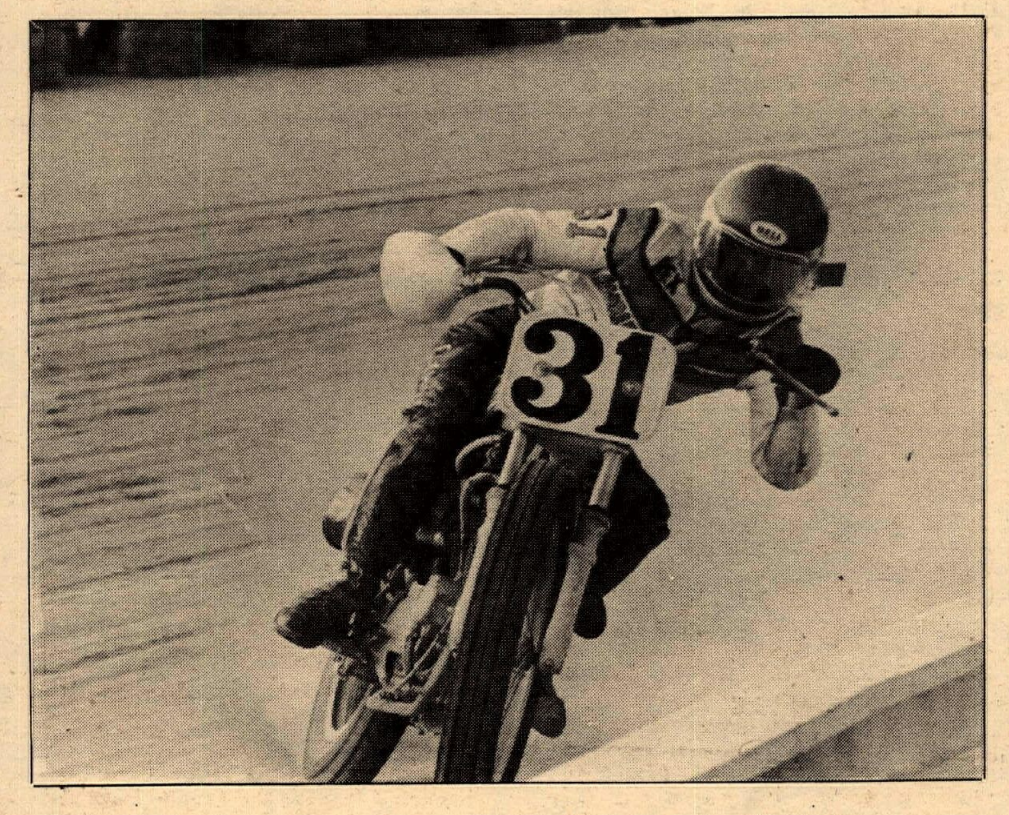
Roger DeCoster (Suz), Sylvain Goebers (Suz), Jaak Von Velthoven (Yam) and Raymond Heeren (Mai) led Team Belgium to victory at today's Motocross des Nations. DeCoster, Goebers, and Von Velthoven finished one-two-three in the first moto and DeCoster took a second with Von Velthoven seventh in the second moto. Newcomer Heeren backed up the four man team with a 12th in the second moto after Goebers lost three laps changing a flat tire caused by the rocky course. The best three finishes by each team counted towards points for the meet.

Team America, John DeSoto (CZ), Jim Pomeroy (Bul), and Mike Hartwig (Hus) took fourth place behind the Belgian, Swedish, and Russian teams. Pomeroy arrived in Belgium after having picked up a new Bultaco in Spain (a 400) and proceeded to take a seventh in the first moto and a strong fifth in the second. Mike Hartwig, aboard Bengt Aberg's Husky, was the fastest American in time trials, but he started in the second row and was forced to battle his way through the 48 rider field. He logged an 18th behind the 15th position of DeSoto in the first moto. Pineapple John took a solid tenth in the second moto.

At first it was believed that the American team had finished third, but a recheck of the score sheets placed the Russian team ahead of the Americans.

Ake Jonsson was the star of the Swedish team as he turned in a fifth in the first moto and ran away with the second. •

Beauchamp Wins H-D Parade At Terre-Haute National



TERRE HAUTE, IND., AUG. 3

Blazing heat replaced the rain which originally cancelled the Terre Haute half-mile National, but it had little effect on Rex Beauchamp in his first National victory. The Michigan youngster had set fast time on the cobby Indiana track, and finished second to Jim Rice in the fastest heat. Harley was well represented, with Mert Lawwill and Dave Sehl also winning their heats. Dave Aldana (Nor) spoiled the sweep by winning the fourth heat.

In the first Semi, Dick Mann lost fire while in the lead on the last lap, allowing Gene Romero and Scott Brelsford to scoot by and into the final. The second Semi was headed by Cal Rayborn, with Gary Scott getting the second transfer. Don Castro was out of the money in third.

Jim Rice took the early lead in the 20-lap National and held it for seven laps, fighting off challenges from Charlie Seale and Dave Sehl. Then Rice was sidelined with magneto trouble and Sehl took over the point position.

Sehl kept his Harley in front for the next seven laps, as Beauchamp worked his way up from fifth to second. He closed quickly and passed Sehl for the lead on lap 15. From there he ran uncontested to the checkered flag and his first National win. Mert Lawwill also got by Sehl to finish second. Charlie Seale was fourth, making it a first-four sweep for Harley.

The only accident was a first lap slide-out by Scott Brelsford, who was uninjured and restarted with the field. The trophy race went to Don Castro.

Rex Beauchamp was last seen leaping about the pits in uncontrolled joy. •

Results

1. Rex Beauchamp (H-D). 2. Mert Lawwill (H-D). 3. Dave Sehl (H-D). 4. Charlie Seale (H-D). 5. Ken Roberts (Yam). 6. Gary Scott (Tri). 7. Cal Rayborn (H-D). 8. Dave Aldana (Nor). 9. Gene Romero (Tri). 10. Chuck Palmgren (Yam). 11. Scott Brelsford (H-D). 12. Jim Rice (H-D).

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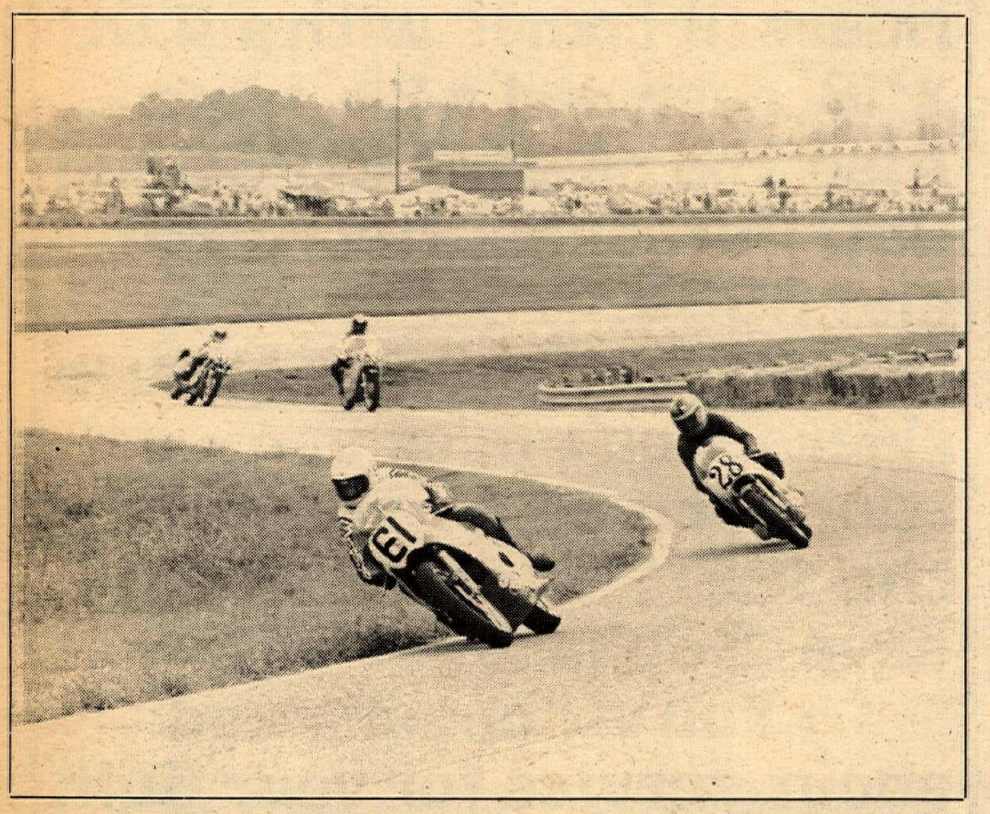
First year Expert Steve Baker was second.



Ron Grant was the first non-Yamaha in sixth. He leads Conrad Urbanowski (28) Steve McLaughlin (83), and Baker.

Former World 250 Champ Carruthers has visited many victory circles. This was his second National win.

Carruthers leads Yamaha sweep of Talladega

By Jack Mangus
Photos by Bob Lenk,
Bill Neil & Gary Van Voorhis

TALLADEGA, ALA., SEPT. 2

Kel Carruthers led a Yamaha sweep in the fourth running of the Talladega National Championship road race today. The Yamaha road racing team manager/rider took over the lead on the twenty-seventh lap and went on to take the checkered flag on the thirty-eighth and final lap of the 150 mile race with an unchallenged lead. Joining Carruthers in victory lane were Steve Baker and Gary Fisher.

A slim field of 29 Experts started the race with two of those, Dick Mann and Gary Scott, joining the race after the field had been flagged off. Both Mann and Scott were delayed by electrical problems in their team Triumphs and Mann actually roared out of the garage area and down pit lane to join the race while the leader was up on the banks. Scott got underway on the second lap but a sour engine limited him to "circulating." Absent from the starting grid were Cliff Carr, who had gotten off in morning practice, and Jean Lysight, out with mechanical problems.

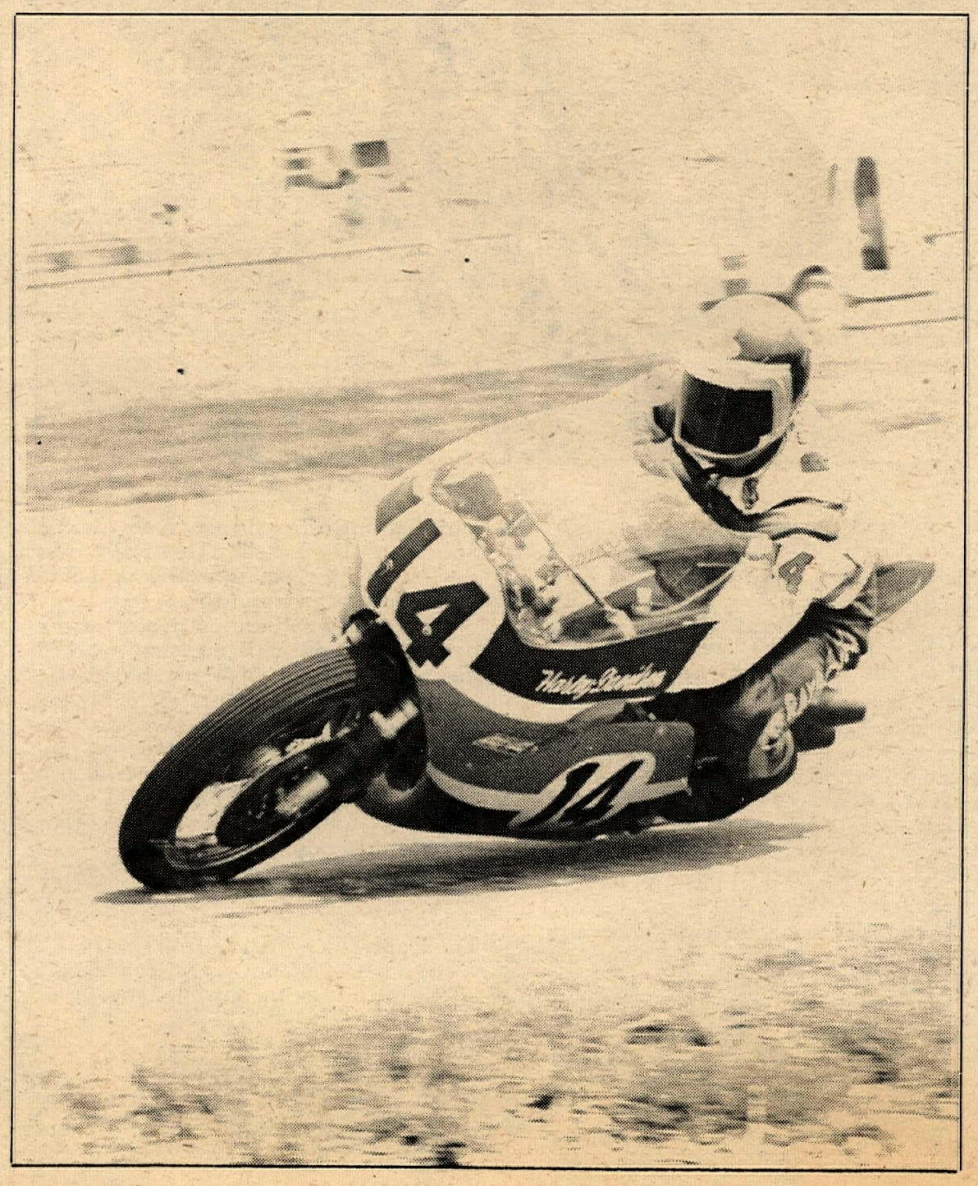
The winner of the last three National road races, Gary Nixon, took the lead at the wave of the green flag followed closely by polesitter Yvon DuHamel. For the first twelve laps around Tallegega's four-mile road course DuHamel dogged Nixon, and many felt that the Canadian was following the red head rather than actually trying to pass him. Whatever the reason, the pair had the large crowd on their feet lap after lap as they raced side-by-side and wheel-to-wheel both through the infield course and around the banked oval.

DuHamel pitted on the 13th lap and was in and out of the pits quickly while Nixon pitted on the next lap and was in and out before DuHamel came back around. The gas stops by the pair allowed Suzuki team rider, Paul Smart, to close up on the fight for the lead, and on the 15th lap he took over the lead from DuHamel after Nixon failed to make a lap following his pit stop. Nixon's only comment when asked why his bike stopped was, "engine."

Smart led the 15th, 16th and 17th laps until DuHamel took the lead away on the 18th lap. Smart then endured an agonizingly slow pit stop that gave DuHamel a 37 second lead by the 21st lap. Yvon pulled out even more room over Smart on the next three laps only to have his bike burst into flames on the 24th go around. Steve Whitlock, Yvon's tuner, described what eliminated DuHamel. "Yvon was motoring along with a 40-second lead and we figured we would need one more gas stop and with a spread like that we would still have a 15-second lead. Then a rod went through the engine case into the transmission case, and the engine caught on fire. We had it won."

After DuHamel's retirement it appeared that Smart was home free as he held a healthy lead over Kel Carruthers, who held an equally comfortable lead over Cal Rayborn. Rayborn, who worked his way up to

Cal Rayborn was a hero with a drive into the top three, but mechanicals got him again.



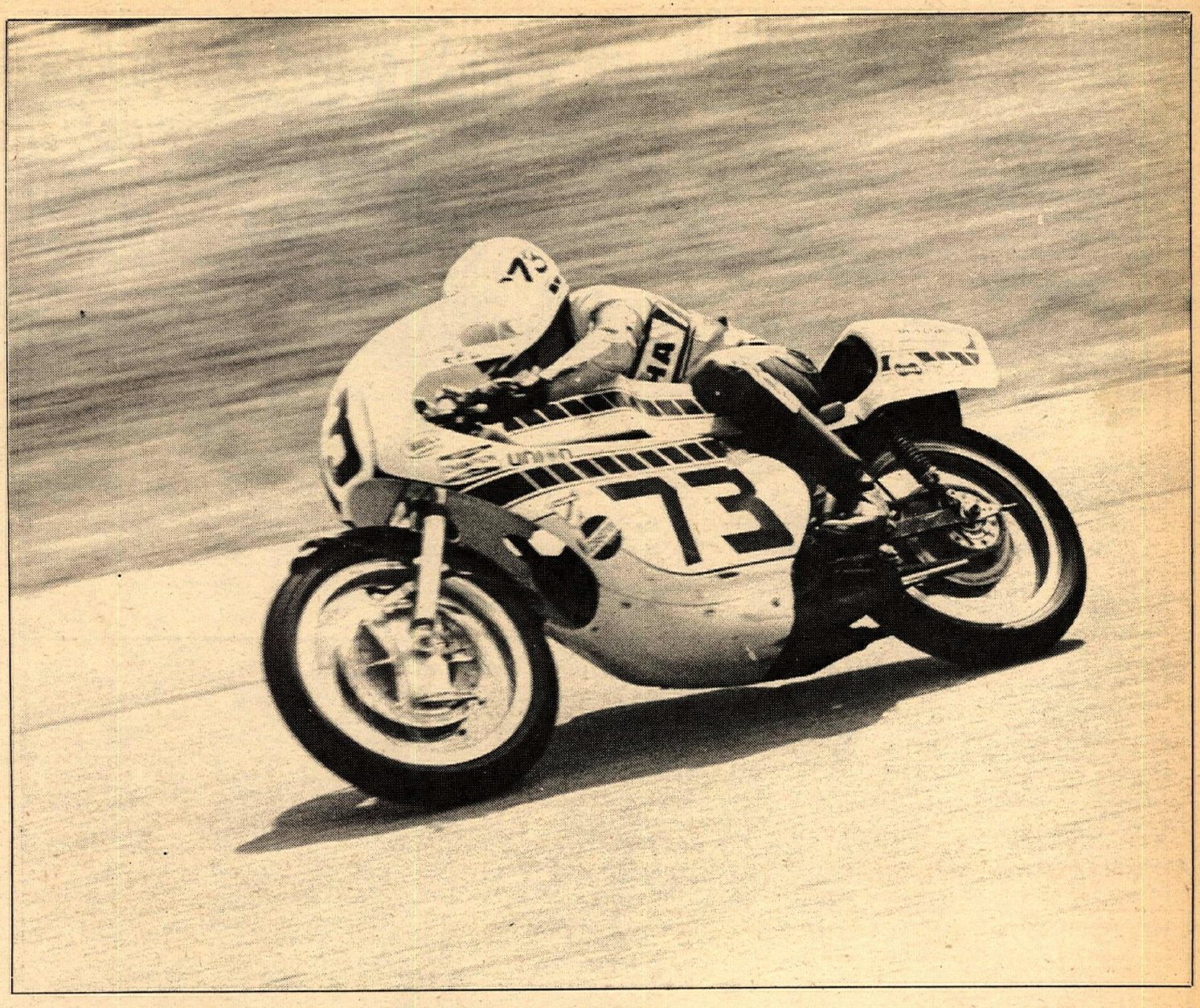
third by taking advantage of the pit stops required by the thirsty two strokes, was being cheered on by one and all. Calvin Lee's ride ended on the twenty seventh lap when he had reported problems with his Harley's right clip-on/brake lever/throttle assemblage. His retirement came at the same time that Paul Smart's Suzuki engine gave up the fight, putting Kel Carruthers in the lead for good.

Carruthers was followed by a horde of dueling Yamaha riders who for lap after lap had been closely contesting some of the lower ten positions. Closest of the dices for dollars was the Gary Fisher-Ken Roberts–Don Castro-Jim Evans-Steve Baker battle that saw countless position exchanges particularly on the last few laps. Suzuki mounted Ron Grant entered the Yamaha discussion for a while but dropped off the pace as the race neared its end. With three laps to go, it was all Carruthers in first place but it was anyone's second place. The 36th lap saw Baker, Castro and Fisher cross the line side by side with Jim Evans a short distance behind.

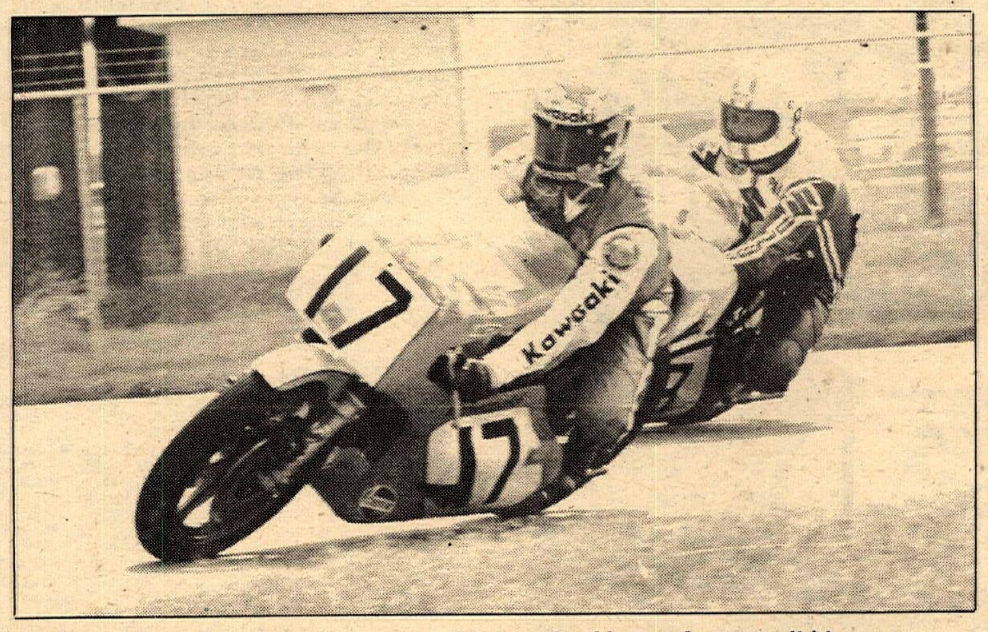
Kenny Roberts had dropped out on the 28th lap with a seized engine. Steve Baker, aboard a Yamaha Motor Co. of Canada machine, pulled away from Castro and Fisher on the white flag lap to take a second, while Fisher zapped Castro on the banks for the show spot.

Kel Carruthers collected $6,275 for his efforts that saw him take the checkered flag 32 seconds ahead of Baker. The Aussie transplant led 12 out of the 38 laps and became the fifteenth different National winner of the year. He averaged 104.778 MPH. ●

Results:
1. Kel Carruthers (Yam); 2. Steve Baker (Yam); 3. Gary Fisher (Yam); 4. Don Castro (Yam); 5. Jim Evans (Yam); 6. Ron Grant (Suz); 7. Doug Libby (Yam); 8. Steve McLaughlin (Yam); 9. Bart Myers (Yam); 10. Gene Romero (Tri); 11. Harry Cone (Yam); 12. Dick Mann (Tri); 13. R. G. Wakefield (Yam); 14. Robert Winters (Yam); 15. Gary Scott (Tri); 16. Marty Lunde (Yam); 17. Torello Tacchi (Suz); 18. Doug Sehl (H-D); 19. Cal Rayborn (H-D); 20. Stan Friduss (Yam).



Kel Carruthers: 19 years of experience and 150 miles was worth $6,275.



DuHamel and Smart each led for a time both broke; Yvon, of course, did it more spectacularly.

John Long (in glasses) and Pat Hennen rest in winners circle.

Juniors: Long gone John Long, as usual

By Gary Van Voorhis
Photos by Bob Lenk, Bill Neill & Jack Mangus

TALLADEGA, ALA., SEPT. 1

John Long picked off his fourth consecutive Junior win in easy fashion as, for the second Junior race in a row, it was the weatherman who called the action to a halt. Rain shortened the original 19 laps to 14 and when the red flag was thrown there were two new faces in the winners circle with Long: Doug Teague and Pat Hennen.

The Talladega 76 mile Junior program is run Daytona style, with the Junior riders using a qualifying time trial for grid position rather than the heat system used at shorter races. John Long's Longevity prepared machine easily outsped the field with a two and a half mile per hour advantage to secure the pole over Denny Varnes, Mike Clarke, Phil McDonald and Doug Teague.

A slim field of only eighteen Juniors lined up on the grid for the start on Talladega's long four mile course. At the end of lap one it was Pat Hennen on a Ron Grant prepared Suzuki leading the pack with Long and Mike Clarke in a very close second pace. As the field exited the infield onto the banking it was Long with a short lead, pulling away, and Hennen, Clarke, Teague, and Varnes preparing to battle for second.

The sweeping banking/chicane/banking back straight put Long into a comfortable seven second lead by lap three with the same quartet in second and Tom Byars and Larry Bleil moving up to joing in the action. Varnes retired on lap four, leaving the real race to the trio of Hennen, Clarke, and Teague for second with another battle shaping up between Bleil, Dennis Purdie and Phil McDonald.

Tom Byars raced against himself for fifth, being too far back to challenge the leading trio and far enough ahead of the trailing one to be safe. Long continued to increase his lead to an unofficial 18 seconds by lap 8, enough distance to give the impression he was in his own class. The second place duel was the one that kept the race alive as Hennen held second, outbraking Teague and Clarke into the infield, only to gain and lose, gain and lose on the long back half of the course.

Lap ten found the field strung out with leader John Long lapping the riders at will but slowing just a little, the result of a broken fairing screw on the upper left hand side. The fairing was only a bother. Phil McDonald eased to the front of the second trio then lost his rear brake pedal and slowed, leaving Bleil and Byars in sixth.

Teague zapped Hennen on lap eleven and the race for second see-sawed back and forth with changes two and three times a lap, but it was Teague in the lead where it counted. With rain falling on the back part of the course the race tightened, and Teague led Hennen on the all important fifteenth lap as the red flag began to wave moments later. Hennen regained second but the race was over with Long, Teague, and Hennen wheeling into victory lane. Mike Clarke was fourth; Tom Byars fifth.

It was a flawless ride for winner John Long whose ease in winning in the Junior class is a carbon copy of his Novice year. Doug Teague's second placing on his self prepared bike pleased him. Ron Grant built Hennen's water cooled Suzuki only two weeks ago. ●

Results:
1. John Long (Yam); 2. Doug Teague (Yam); 3. Pat Hennen (Suz); 4. Mike Clarke (Yam); 5. Tommy Byars (Yam); 6. Dennis Purdie (Yam); 7. Larry Bleil (Yam); 9. Peter Chancey (Yam); 10. Phil McDonald (Yam); 11. David Watkins (Yam); 12. Allan Engel (Yam); 13. Bob Endicott (Hon); 14. Al Phillips (Suz); 15 Richard Manger (Yam); 16. Scott Brelsford (H-D); 17. Dennis Varnes (Yam); 18. Gene Hornot (Yam).

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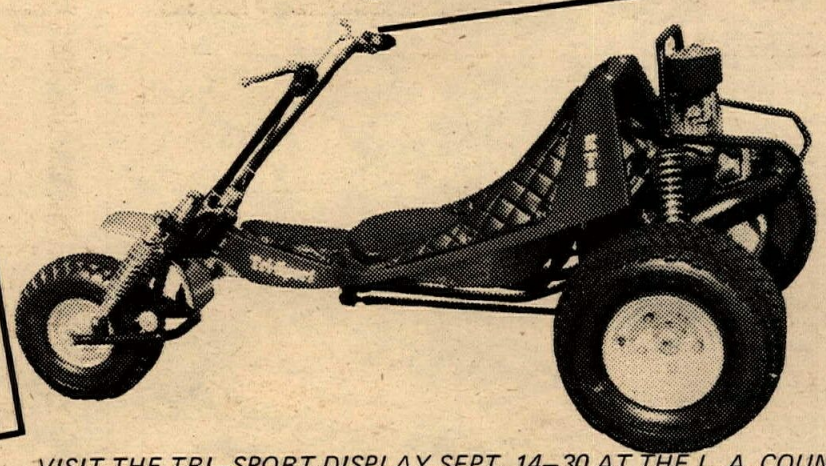

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Combined

By Jack Mangus
Photos By Gary Van Voorhis

TALLADEGA, ALA., SEPT. 2

Kenny Roberts led Yamaha teammates Gary Fisher, Kel Carruthers, and Don Castro to a "yellow and black" sweep of the Talladega Combined Expert/Junior 76 mile road race today. Roberts had first place all to himself after the second lap, but the race for second place wasn't decided until the final few inches before the start/finish line. Only twenty riders started the race that was rained out on Saturday and rescheduled for Sunday morning.

Roberts occupied the pole position after having won his heat race over Carruthers, Fisher, and Gary Nixon. Don Castro won the other heat race by one bike length over John Long.

The first lap of the nineteen lap race set the pattern for the event as Fisher, Roberts, Castro, and Carruthers crossed the line at the end of the first lap virtually side by side. Roberts pulled out a three second lead by the fourth lap and increased his margin on each lap. With victory conceded to Roberts all eyes were on the fight for the runnerup spot. There were 26 changes in the number two position during the nineteen lap race and Carruthers, Fisher, and Castro were the "changers."

John Long held down a race-long fifth position, pressured in the early going by Gary Nixon and Art Baumann. Nixon's Team Dirty Yamaha gave up on the fifth lap and Baumann rode out the race a solid sixth on his single cylinder Kawasaki. Baumann's teammate Yvon DuHamel was the only other non-Yamaha rider in the race and he retired on the second lap in the chicane.

Jim Evans, Mike Clarke, and Marty Lunde carried on their own race within a race during the first twelve laps but Evans' Yamaha stayed sound while the others slowed, and he was an uncontested seventh at the finish.

The last lap began with Fisher in fourth behind Carruthers and Castro, but it ended with Fisher in second. The Parkesburg, Pennsylvania, resident slipstreamed by Carruthers at the line to take the runnerup spot with Castro being dropped to fourth and out of victory lane.

Roberts average 104.612 MPH and collected $1,975 for 46 minutes of work. The inches separating Fisher, Carruthers, and Castro were valuable inches as the difference between second and fourth was over $700. ●

Unofficial Results

Comb. Ex/Jr 76-mile Championship Road Race, Talladega, Ala.: 1. Kenny Roberts (Yam), 19 laps. 2. Gary Fisher (Yam), 19 laps. 3. Kel Carruthers (Yam), 19 laps. 4. Don Castro (Yam), 19 laps. 5. John Long (Yam). 6. Art Baumann (Kaw). 7. Jim Evans (Yam). 8. Mike Clarke (Yam). 9. Marty Lunde (Yam). 10. Steve Baker (Yam). 11. Bart Myers (Yam). 12. Doug Libby (Yam). 13. David Watkins (Yam). 14. Peter Chancey (Yam). 15. David Webster (Yam). 16. Larry Blell (Yam). 17. Ira Adams (Yam). 18. Gary Nixon (Yam). 19. Yvon DuHamel (Kaw). 20. Harry Cone (Yam).

Time of race: 46:12.71.
Avg. Speed: 104.612 MPH.
(Avg. Speed at end of 5 laps — 102.418 MPH).
(Ave. Speed at end of 10 laps — 102.787 MPH).

Novice

By Gary Van Voorhis
Photos By Bob Lenk,
Jack Mangus and Bill Neill

TALLADEGA, ALA., SEPT. 1

NOTICE.....NOVICE RIDERS

After complete review by the AMA staff, promoter and regional referee, it was decided to officially call the Novice race.

The decision was based on the current circumstances and past practice performances. Riders will be paid as to finish position of the checkered flag lap.

All riders will be notified by mail. They will be given 72 hours from postmark to respond to any questioning of results.

Riders must postmark their questions within 72 hours of notification. Payment will be by check, mailed to the home address.

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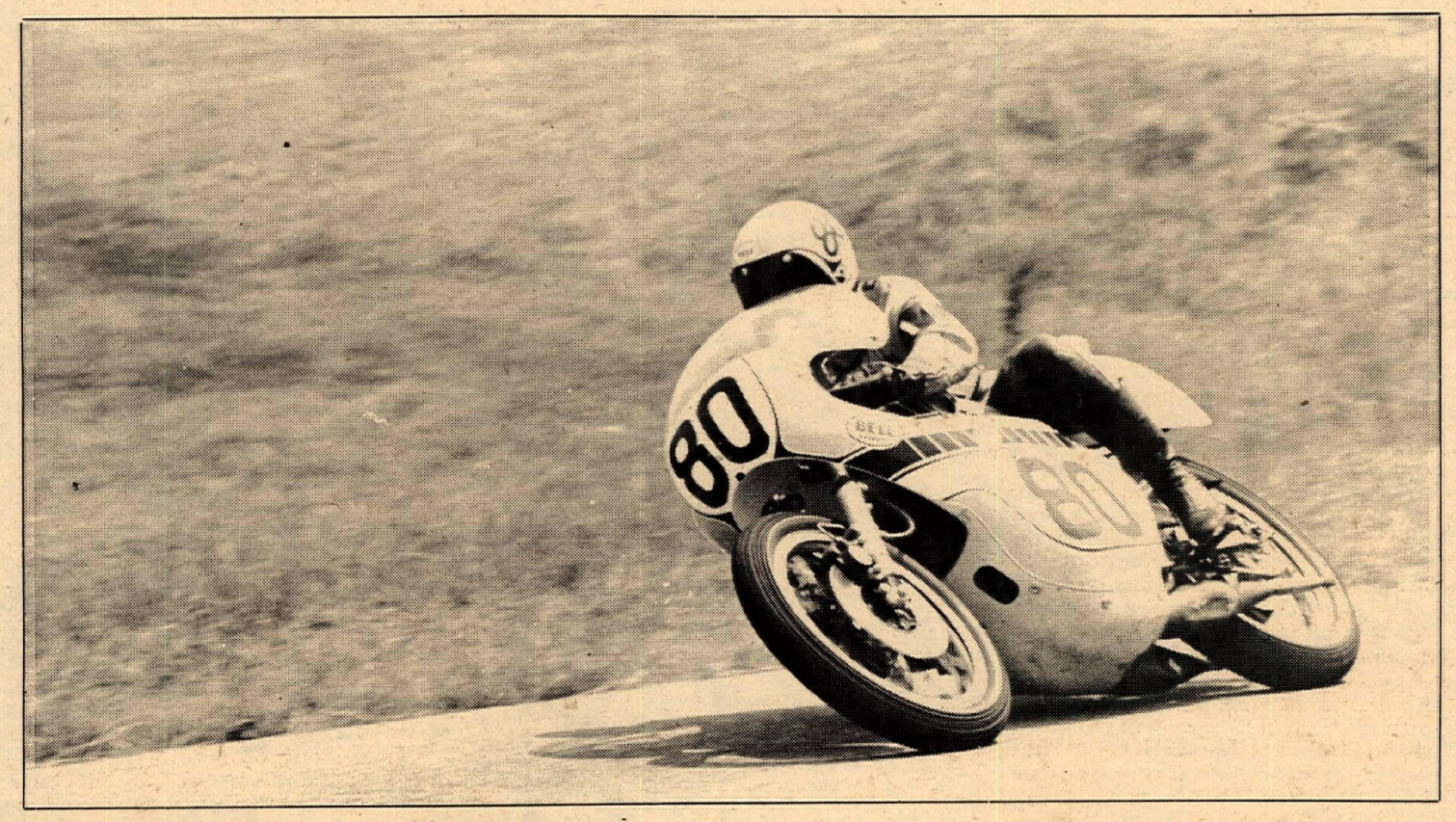
Roberts start to finish



Roberts won the Combined, but didn't finish the Expert.

The above release was the result of a rain shortened Novice event that left the race short of the required 60 percent of laps run yet was flagged as a race (checkered flag) instead of a halt (red flag). To say that this made some of the riders moody would be an understatement. The result of the ensuing debate between the riders and officials left the overall final outcome up in the air pending discussion; a process that took nearly a full day to complete and set many riders on the way home with a bad taste over the original decision (it's a race) and the interim one (there was no race).

The major point was that some riders had slowed considerably when the rain came, losing a place or two (in one case even twelve spots), figuring on another red flag halt to the action and a restart. However, the promoter's decision, relayed to AMA Regional Referee Charlie Watson, was "flag the race and pay off on finishing positions". The track was extremely dangerous when wet but an underlying factor had to be the National motocross eliminations heats which could run rain or shine; it was also the case if of too many events crammed into too little a time.

The nearly total unsatisfaction of the riders with the results led referee Watson to the decision of a calling the event a non-race; a decision which equally infuriated the riders but put everyone into the same boat. You can't quarrel if there wasn't really a race.

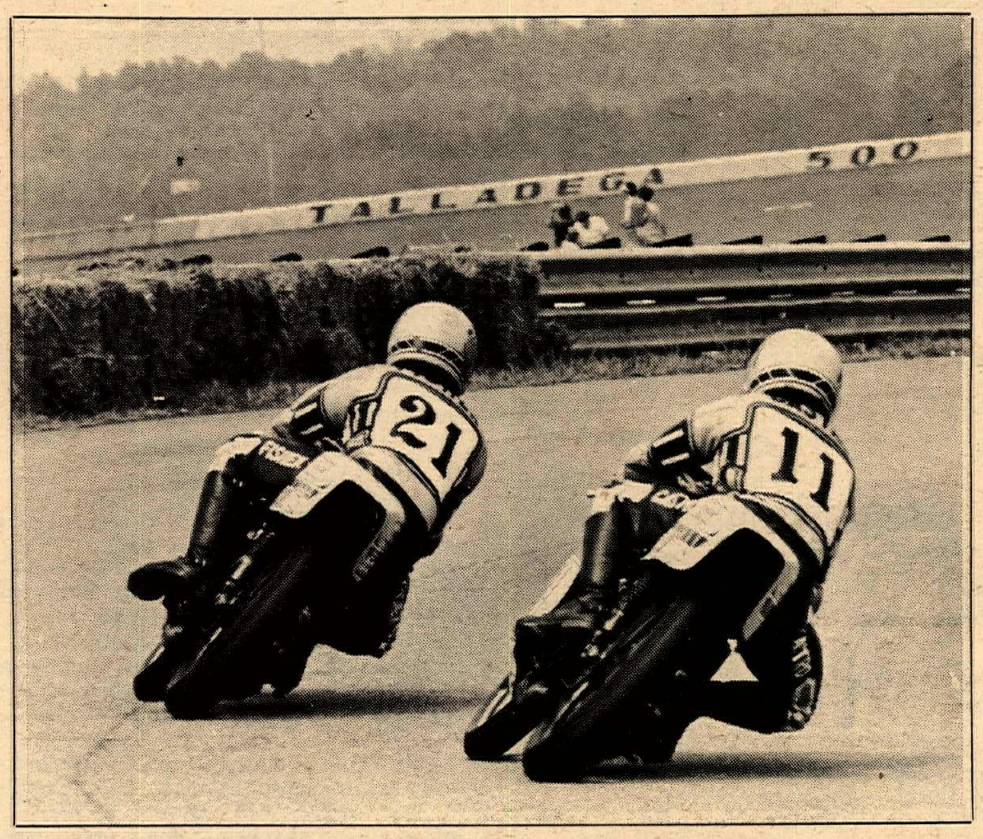
The Novice event had shaped up to be a good one as Hank Scott secured the pole position for the first time this year, bumping Jay Levingston from his accustomed spot. Wes Cooley, Gary Blackman, Rich Clutts, Les Johnson, and Bill Peters were all running strong with no one having a real edge over the other.

The start of the race was held up by the rain that cut the Junior event and there were threatening clouds as the flag fell. Hank Scott led the first lap with Jay Levingston bumping him on lap two for the lead. Gary Blackman, Les Johnson, and Bill Peters were all close with Wes Cooley moving from the back of the pack to sixth by lap two. ●

Results

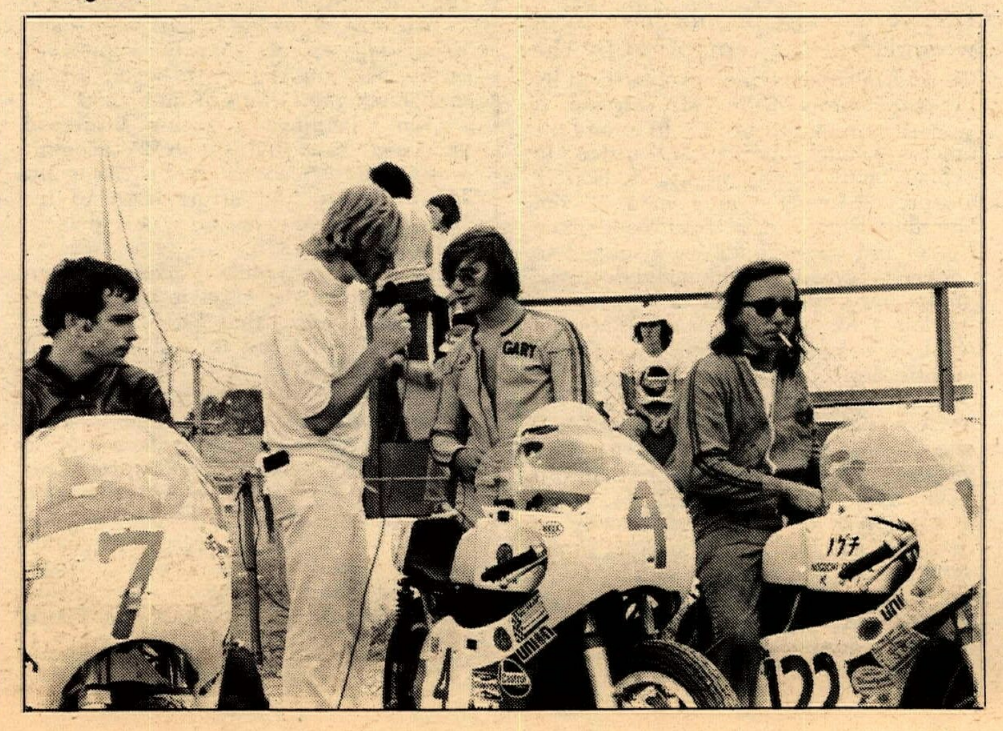
NOVICE ROAD RACE: 1. Gary Blackman (Yam), 8 laps. 2. Jay Levingston (Yam), 8 laps. 3. Richard Clutts (Yam), 8 laps. 4. Wes Cooley (Yam), 8 laps. 5. William Peters (Yam), 8 laps. 6. Tommy Hall (Yam), 8 laps. 7. John Gleason (Yam), 8 laps. 8. Ed Eaton (Yam), 8 laps. 9. Tommy Bright (Yam), 8 laps. 10. Randy Cleek (Yam), 8 laps. 11. Chuck Killen (Yam), 8 laps. 12. Henry Olynger, Jr. (Yam), 8 laps. 13. Ron Stefanko (Yam), 8 laps. 14. Richard Chambers (Yam), 8 laps. 15. Kurt Lentz (Yam), 8 laps. 16. Hank Scott (Yam). 8 laps. 17. Wendell Tisdale (Yam), 8 laps. 18. Delton Teuscher (Yam), 8 laps. 19. Gerald Sprayberry (Yam), 8 laps. 20. William Harding, Jr. (Yam), 8 laps.

Average speed: 96.704 MPH.
Time: 19:51.26



In both the Combined and the Expert race, Fisher (21) edged out teammate Castro at the line.

The Novice winners. Why aren't they smiling? Left to right: Clutts, Blackman, Levingston.



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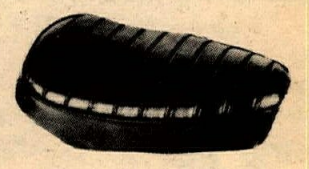

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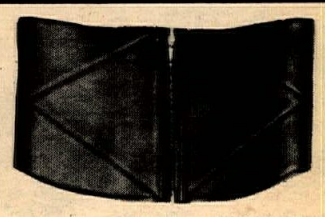

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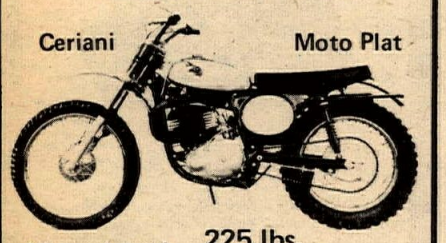

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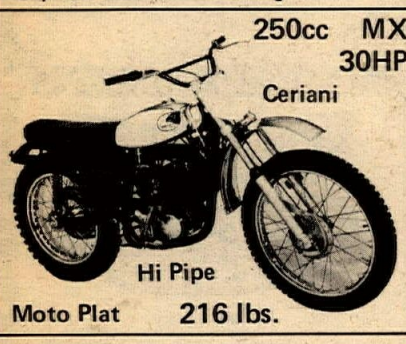

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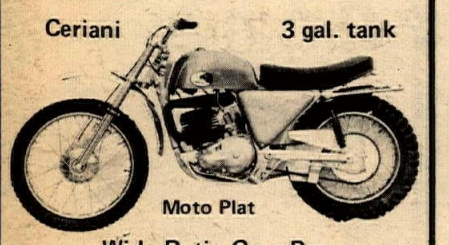
380cc Desert 44HP

Wide Ratio Gear Box 227 lbs.

250cc Desert 30HP



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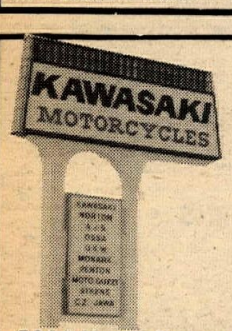

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Johnston Wins Ponderosa

By John Ulrich

LANCASTER, CAL., SEPT. 2

Monte Lee today came within one fouled spark plug of 51 overall wins in the 87 Ponderosa Hare Scrambles held since June of 1966. The fouled plug in his Yamaha 125 and one Mike Johnston thwarted a bid for two in a row, too, since Lee won the overall honors last month on the eight mile course run in three loops.

"How come you let me by?" Johnston asked Lee at the finish. "I didn't," replied a confident Lee, "You're just lucky I had plug trouble."

Johnston, who finished the race without a rear brake after his Yamah lost it's brake arm pin on the third loop, was surprised. "I didn't even get tired out there this time." His overall win was as much influenced by the quitting of a CZ rider named Richardson as it was by Lee's fouled plug. Richardson's CZ was well out in front and seemed to be a no-contest winner on the first two loops, but the bike pulled in and ended the day propped against a yucca after spitting off its rider on a series of quick whoop-de-doos. Johnston was the right man in the right place at the right time today.

Fourteen-year-old Denise Nuckles, the only girl entered, finished in front of a whole bunch of dudes in spite of crashing, fouling a plug, throwing a chain, and getting lost. "It's a good track for crashing on. I hate wiping out. Motocross is better," the young beauty said after finishing.

Jack Ross and the Greyhounds M.C. who have promoted the race since it first started, were the first people to promote a non-sanctioned race. Over the years the every-first-Sunday event has been the training ground for most of the names now associated with desert winning, and a few more besides. The Brooks Brothers, J. N. Roberts, Terry Clark, Dave Ekins, Steve McQueen, and Tim Poteet have all ridden the course that Ross describes as having "no bottlenecks, plenty of wide trails, no rocks...it's a safe course." Noted for its continuous whoops, the course is regularly used as a testing ground for Curnutt Shocks.

CZ rider Richardson looked unbeatable in his quest for overall winner until he pulled off and parked on the second loop.

When it first started, the monthly Ponderosa race drew up to 400 riders. Today the riders numbered sixty, but it was kind of nice that way, real casual. After the race everybody gathered around in the nearby bar for trophy presentation and a drawing for a helmet donated by McHal Helmets. People came up to relate to others the fact that Tom Willis and his wife Vena have been at every Ponderosa race; her scoring, him checking. Others told of how Ross has the longest record of any successful California desert race promoter, and watched Monte Lee help up a little girl who crashed her Yamaha in the camp area at a blazing three miles per hour.

Denise just smiled. That was the best part of all. ●

WRITIN' AROUND

By Charles Clayton

The AMA Five — Altruism gets you fired

What bothers me most about the scandalous inside-ripoffs is that five very good people have been wounded in the reputation by the lies and misunderstandings put forth by the perpetrators of the AMA intrigue.

Not enough has been told about the inner workings of the AMA offices to explain why such bright, dedicated, motorcycle-loving young men as Jim Manning, Chet Winter, Don Woods, Ben Harrol and Mike Vancil were subject to underserved bad-mouthing and dismissal by the AMA administration.

You have to understand that the AMA is a true association. That is, the membership owns and controls it. Operating a thing as big and busy as the AMA would take a lot of spare time and attention, so we members prefer to hire full-time administrators, rather than run it ourselves.

After all, the purpose of having an association is to make motorcycle riding more fun and less hassle, so why work on dull insurance formulae, lease options and budgets for the association when we could be at the races?

Despite its loose, non-profit nature, AMA handles big money — some $3½ million to $5 million (depending on who you believe) a year. That kind of cash is tempting to dishonest people. At the same time, the hired help is traditionally underpaid for the size of the business they manage. AMA's chief administrator is paid $25,000 to $35,000 a year for a job which starts at $50,000 in businesses of the same category.

Who could blame the administrator if he went rotten, got greedy, and helped himself to the AMA's money by means of complicated scheme which may have even been legal, considering how loose his employers were. An association, like a nation, is only as honest as its people force it to be. Vital departments were being bled for their legitimate budgets and incompetent cohorts were added to the AMA payroll.

Without knowing what was really happening, some of the innocent enthusiasts on the staff began asking embarassing questions of their chief.

Jim Manning, a racing insurance specialist, saw that the AMA account was being curously handled by its agent. He presented the information to his boss, Russell March, and was criticized, demoted and exiled.

Chet Winter, Mike Vancil and Ben Harrol also made waves in the smooth, ripple-less ripoff that "Rustlin' Russ" was engineering and they all were fired and discredited.

This went on for over a year, until Don Woods, the number three man on the staff, noticed some glaring discrepancies between the reports of his Competition Department that he submitted and the figures his boss passed on to the members. Suspicions led to confirmations and Woods, realizing that Rustlin' Russ was a crook, went directly to the Executive Board members with the information.

How Don Woods saved the AMA

Faced with the evidence of falsification that Don Woods presented, the Board members began carefully to investigate. But the slowness of their progress alarmed Woods, who saw large sums disappearing day by day, while important programs went without.

Finally, in desperation, Woods turned to the motorcycle press. He knew that Sharon Clayton, an AMA trustee-member and publisher of Cycle News, could be trusted not to misuse the information. She investigated the charges on her own and found evidence which caught Russ March red handed.

A week later the self-serving chief employee was fired and the Executive Board asked his assistant, Ed Youngblood to take the job temporarily. Youngblood had not been in cahoots with March, nor had he any curiosity, apparently, about the strange things that were happening to the AMA office. He closed his eyes, plugged his ears and kept his mouth shut. That was the way to get ahead in AMA headquarters.

In personnel matters at least, Ed Youngblood showed that he is a chip off his old boss's block. Sensing that Woods was the hero who had saved the AMA from bankruptcy in the nick of time, and fearing that might elevate Woods over himself, Youngblood fired Woods and attempted to discredit him. March had trained Youngblood well.

So far that's five good men fired and lied about. Their only fault was that they believed in trying to make the association better for motorcycling.

I don't care about the money, but I do deplore the way these five men were treated by the "insiders" of the AMA staff and the others who believe their lies about the five.

Winter, Vancil, Manning, Harrol and Woods deserve the admiration and the thanks of American motorcyclists for their altruism, honesty and dedication and sacrifice to the cause. ●

Rooney Wins Nor-Cal Championship

By Sneaky Pete

SACRAMENTO, CAL., AUG. 24

Event 17 on any regular night of Speedway action is one of the Scratch Semis. Tonight it was the most important one Mike Rooney has ridden all season. A first place would sew up the NorCal Championship and second would mean a run-off if Alan Christian won event 20.

Mike passed Bruce Haserot on lap three to move into first spot with the 3000 plus fans on their feet roaring him on. When starter Chris Reams waved the checkered flag a lap later, Mike was a very happy young man.

The Jack Gormley prepared J.A.P. that Mike has ridden is a fine example of what makes winners. Many hours of hard work were well rewarded tonight.

Alan Christian won the last event and second honors. A third place in his first event will be on Alan's mind for quite awhile. His last four rides were all to first place.

Reno's John Cunningham was the pre-race favorite and rightfully so. John was this year's SRA (north) high point man and also high pointer at Reno, Napa and Sacramento. A third place in his first event turned out to be most costly.

Missing from tonight's program were Joe Henry, Butch Corder, and Cale Stetler. Three very good riders that were out due to injury. Joe has qualified for the National Championship and it is hoped by many of the Northern California fans that he will be able to compete.

Bruce Haserot was aboard the Vickers Honda/Chuck Miller tuned Eso that Joe Henry usually rides and said after the races; "It's like getting out of a Model A and into a Cadillac." That 25% does make a difference! ●

Results

1. Mike Rooney, 14 pts. 2. Alan Christian, 13 pts. 3. John Cunningham, 12 pts. 4. Rich MacMurray, 11 pts. 5. Norm Denny, 10 pts. 6. Paul Orlandi, 9 pts. 7. Barclay Trehal and Bruce Haserot, 8 pts. 9. Ron McGill and Jay Debeaubein, 7 pts. 9. Ron Smalley, 6 pts. 10. Larry Mulock, 4 pts.

Wine Cup Title to Rich MacMurray

By Sneaky Pete

NAPA, CAL., AUG. 25

Reno's Rich MacMurray had five perfect rides tonight to win the "Napa Town and Country Fairgrounds Championship". Even 17 was the clincher for Rich. (The same event that was the decider for Mike Rooney at Sacramento the previous night.) Rich was lined up in this event with Larry Mulock, Gregg Rew, and Norm Denny. Contrary to what many of the fans thought, this was not a shoo-in for Rich. Norm Denny was in close pursuit all four laps and only a bike length separated them at the finish.

Leonardo Lincoln–Mercury of Napa sponsors Rich, and his victory tonight was a just reward for them. The Leonardo's are avid speedway fans and have furnished the car and trophy girl for trophy presentations at both NorCal tracks. This year they quite often put up extra money for Division 2 Mains and consolation events that otherwise would have carried very little money for the riders.

Ron McGill is one of the many fine young riders in NorCal Speedway. He had three firsts and two seconds tonight. In the events where he finished second, the winners were MacMurray and Cunningham. Ron has been riding Division 2 at other tracks and tonight might have very well meant graduation time for him. Dad, Harry McGill does the wrenching, pushing, and sponsoring for Ron.

Promoter Ed Green expressed thanks to the Town and Country Fairgrounds directors and staff, the many fans and others who have helped to bring speedway racing to Napa. Ed hopes to have a long season next year. Is it over already? ●

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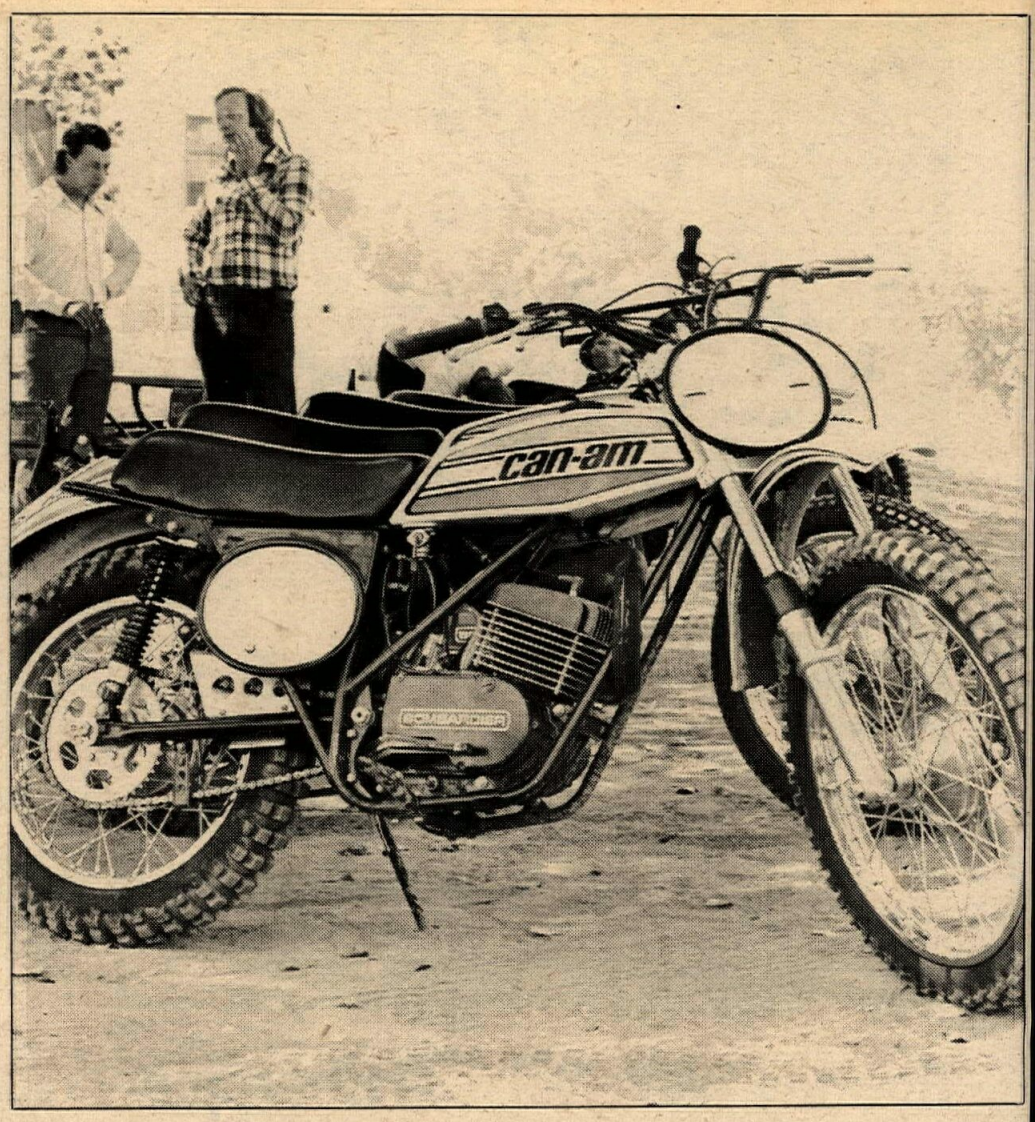


Two new lightweights from Bombardier

The Can-Am

The lightweight competition market seems to get more crowded every week. One of the newest entries comes from

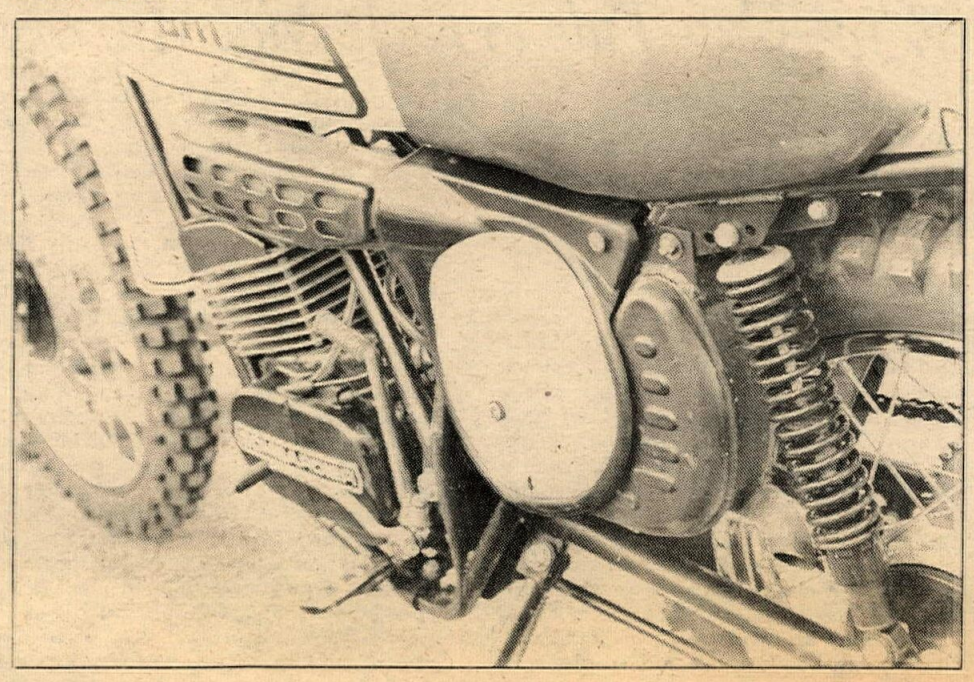
Bombardier Limited, manufacturers of Ski-Doo and Moto-Ski snowmobiles, heavy duty industrial vehicles and a number of related subsidaries. Engines for the Can-Am motorcycles are built by the Rotax Division in Austria, a company which also manufacturers engine parts for KTM.

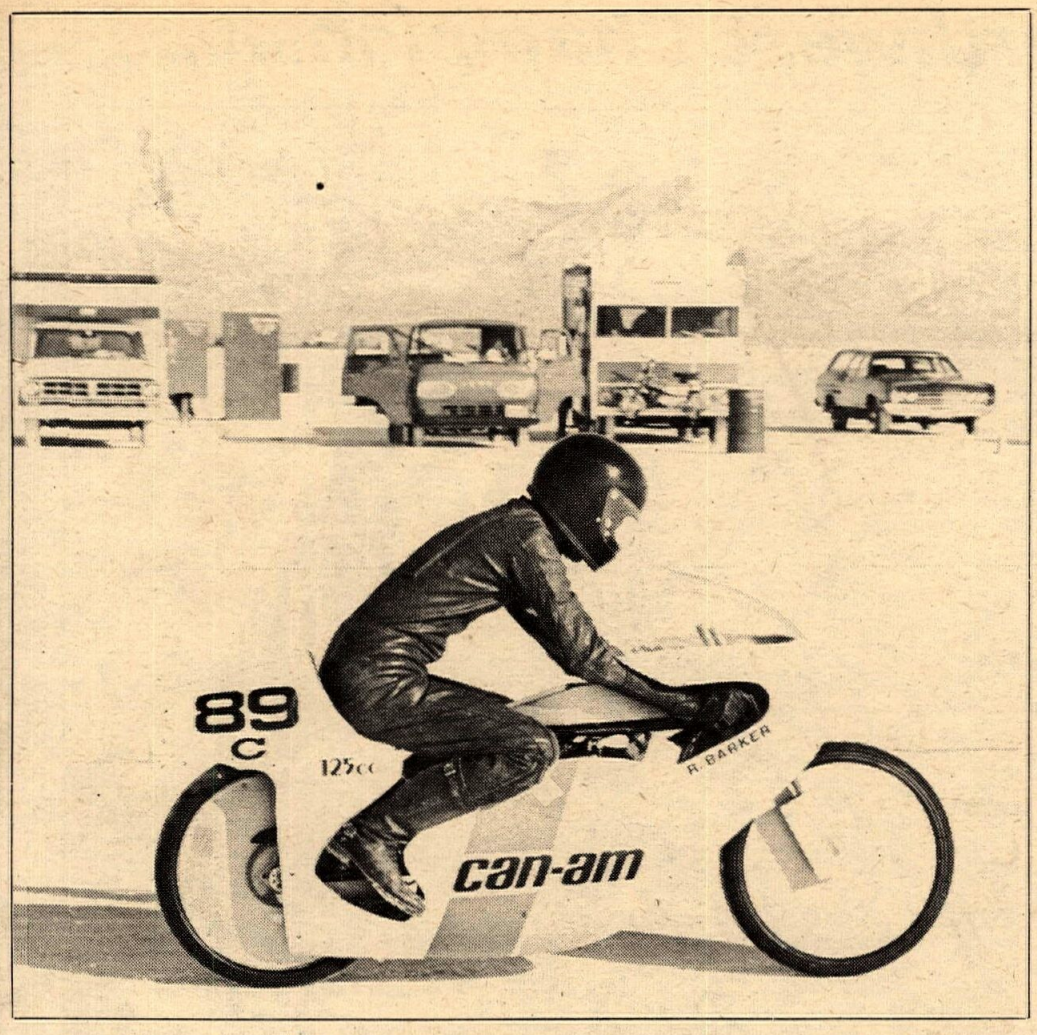
With the aid of former motocross superstar Jeff Smith, Bombardier has developed a pair of well designed and built dirt bikes. Both the 125 and 175 models are offered with all the street legal necessities, and will no doubt show up as competent contenders in enduro competition.

The Can-Am machines boast several trick features not found on any other off-road vehicles now offered. The unique intake manifold, and a rotary valve located at the end of the crankshaft, result in a very narrow engine. Engine lubricant is carried in the frame and fed to vital parts by a dual pressure pump system that feeds undiluted oil to the crank. The transmission has six speeds and primary starting.

Perhaps the most unique item on the Can-Am is the adjustable front fork system, which allows angle changes from 25 to 31 degrees. The entire

Kickstarter and exhaust are well tucked, however exhaust exits too close to shock absorber.





The water cooled Can-Am went 136.537 MPH on fuel at Bonneville.

125 and 175

system is within the steering head, and it takes about ten minutes to change fork position. Changes can be made in ½ degree increments within the six degree range. This feature alone will permit Can-Am riders to choose the exact steering geometry desired for each particular type of riding.

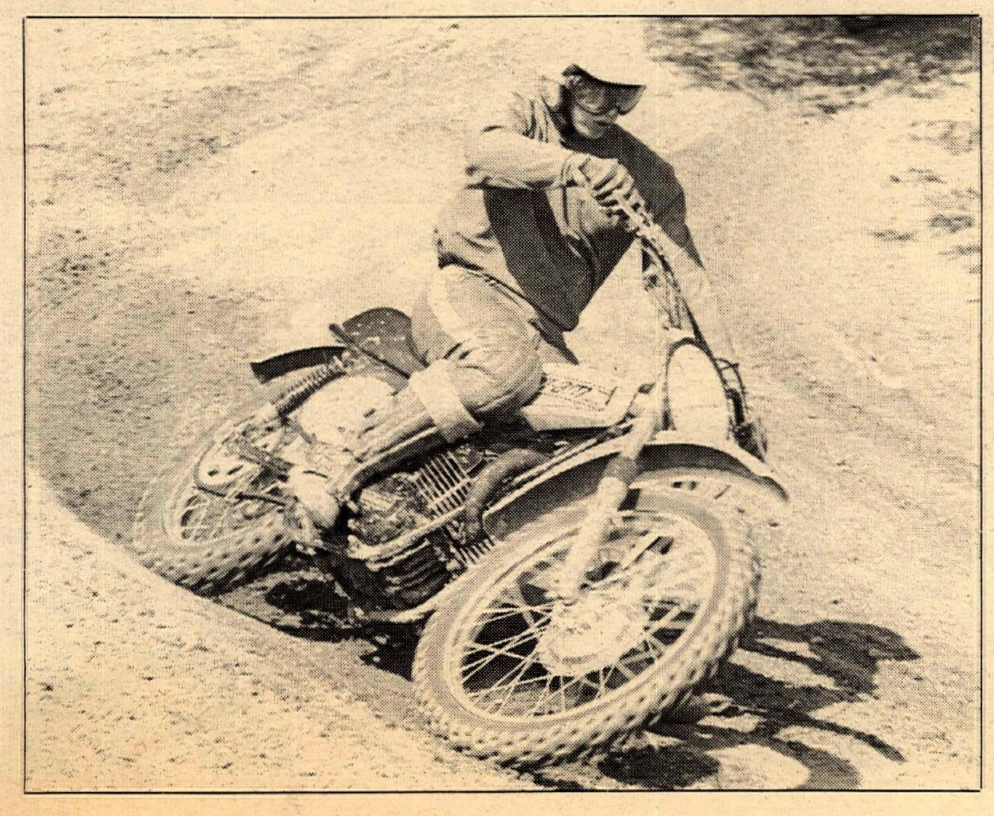
Riding impressions of the Can-Am are primarily favorable because of the engine's wide, useable power band. Buzzing the engine to keep it on the pipe just isn't necessary.

Jeff Smith won the 500cc World Motocross Championship twice on a BSA, and won his first ISDT medal at the age of 16. He has been British MX Champion nine times and has won the Motocross des Nations four times. Where his allegiance lies in the horsepower vs. torque arguement becomes obvious after a ride on the Can-Am 175.

Smith's 4-stroke persuasion has been admirably translated into 2-stroke terms in the Can-Am motocrosser. The 175 performs much like a lightweight 4-stroke single with plenty of squirt. At the same weight (216) the 125 is carrying some extra baggage, and will no doubt require some tuning tricks for MX work. The inevitable 250 should be some strong device.

Bombardier has demonstrated their serious intent in the competition field, breaking their own records in two classes at Bonneville this year. And by all indications their new dirt machines are only the first models in an expanding competition program. They've made a good start. ●

The Can-Am exhibits surprising torque and tractability. Fork angle is adjustable to rider preference.



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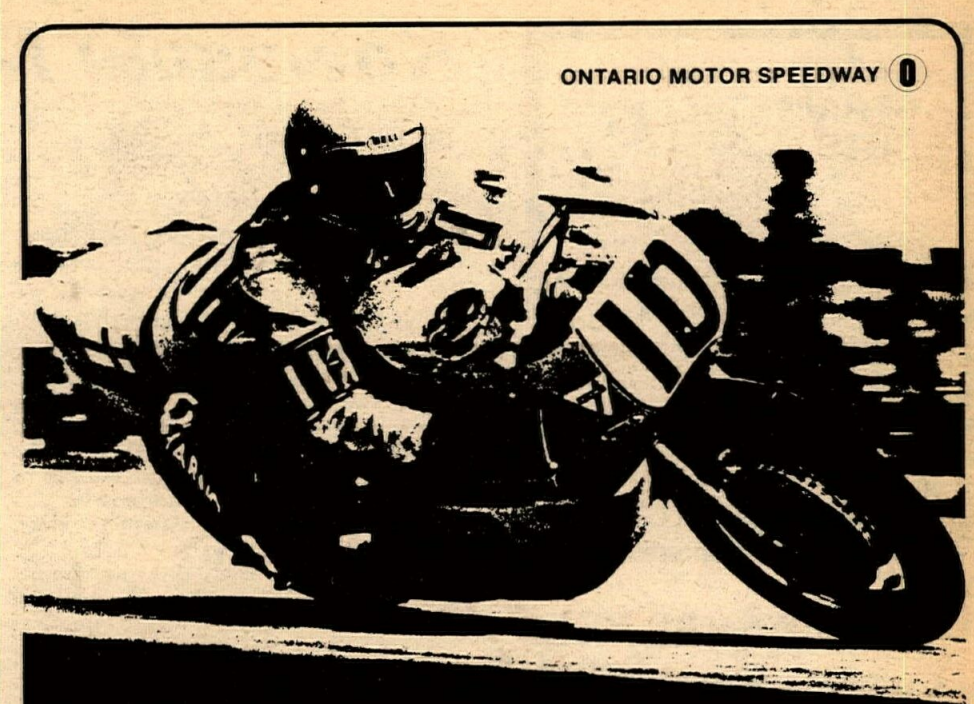

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Kawasaki Northwest Championships

By Jan Newman

SALEM, ORE., AUG. 30

Some day horse racing may have to share the lime light with motorcycles at the Oregon State Fair. The ice was broken this year with Kawasaki's two day Northwest MX Championship event. At this point the horses hold a definite edge in track conditions and preparations. The MX course was laid out in the infield of the horse racing track with about a dozen or so jumps built into an otherwise flat smooth course with flat corners which refused to show any sign of a berm.

There were two drawing points advertised for the mid-week race. One was carried through with complete success when eleven year old Rex Weimer from Grants Pass displayed the winning ticket and a broad smile as he accepted the 100cc Kawasaki given away by Kawasaki Motors Corporation at the end of the second day's race.

The second advertised feature was the personal appearance of Brad Lackey and Jim Weinert. By the second day there was information floating around that Lackey remained in Paris to protesct his high standing in the European competition. Anyone can excuse that. However, no one even came up with a good rumor as to where Weinert might be. (Certainly no way to win friends and influence people.)

Many of the riders did show up both days and several were winners both days. Included among these were Mike Ormsby (Hon) in the Mini class, Mark Gregson (Yam) in the 125 Junior and Chuck Sun (Bul) in the 250 Senior class. James Roark (Yam) received a fourth place trophy in Wednesday's Mini race and a less welcome reminder on his return on Thursday. As he took his first practice lap he slid out and left with a broken leg.

There was a jump at the finish line that looked innocent enough but created problems for a number of riders. It was relatively low and had a straight approach and a straight landing but there were some real blood chilling endos pulled off it. Kent Adolphson (Hon) was the first victim in the first 125 Junior moto on Wednesday. The race was stopped short of it's ten minutes as he lay shaken on the course. Fortunately he was not hurt but his bike was out of commission with broken bars.

Chuck Sun was a victim of the Phantom Hill in the second moto of the 250 and Open Senior combined race. Early in the race he took the lead from Les Womack in a battle of the Buls and as he came over the jump he pulled up too high. Sun went face down in the dirt as his bike landed some 15 feet ahead of him. He shook it off and returned to the race behind Womack, Bo Hart (Kaw) and Mike Odell, also on a Bultaco. Sun regained the lead by the end of the race. Womack pulled off at the white flag with bike miseries. Jerry Allen (CZ) came along for the win in the Open class.

Some of the best competition of the two days was nipped in the bud in Thursday's first 250-Open Senior race. Womack, Sun and Bob Leach (Mai) were in a three way battle at the front of the pack for several laps before Womack was black flagged because his silencer was flopping and he dropped out. Ray Crawford showed some real ability in this group as he rode up with the front runners to nab second in the 250 Senior on a 125 Suzuki.

The 125 Junior and Senior race on Thursday saw more black flags and crashes. Mark Gregson (Yam), a Junior rider had been up front in a battle with Senior riders Tim Eide and Barney Newman, both on Pentons. Eide and Newman entered the final moto tied with a win each. Eide had taken the lead when Gregson and Newman came over the finish line jump together and Newman had his turn at crashing. The next lap Gregson got the black flag for a loose silencer and somewhere in the excitement Eide's bike gasped and died. Gregson and Newman both returned to finish.

Scott Sagor and Merle Kirchem diced it out on Suzukis for the 250 Junior on Wednesday. Their battle was just as heated on Thursday. But the arrival of Randy Patterson (Yam) and George Doyle (Kaw) put them down a couple of positions. ●

Chuck Sun crossed up and crosses the line.

Results:

Wednesday, Aug. 29
Mini: 1. Mike Ormsby (Hon); 2. Donnie Maulding (Yam); 3. Bill Burton (Yam); 4. James Roark (Yam).
100cc: 1. Rob McCabe (Hon); 2. Steven Fulgham (Yam); 3. Max Caldwell (Yam); 4. Dale Maulding (Yam).
125 Junior: 1. Mark Gregson (Yam); 2. James Bronson (Suz); 3. Greg Gainer (Yam); 4. Doug McBride (Suz).
125 Senior: 1. Richard Earle (Bul).
200cc: 1. Don Baskett (Yam); 2 Gary Black (Suz); 3. Rob Keith (Bul).
250 Junior: 1. Scott Sagor (Suz); 2. Merle Kirchem (Suz); 3. Philip Berthold (Yam).
250 Senior: 1. Chuck Sun (Bul); 2. Mike Odell (Bul); 3. Les Womack (Bul); 4. Mark Martens (Hon).
Open Junior: 1. John Meusling (CZ).
Open Senior: 1. Jerry Allen (CZ); 2. Bob Leach (Hus); 3. Bo Hart (Kaw); 4. Garry Seeley (CZ).
Thursday, Aug. 30
Mini: 1. Mike Ormsby (Hon); 2. Donnie Maulding (Yam); 3. Bill Burton (Yam); 4. Jeff McDaniel (Yam); 5. Robby Watilo (Yam).
100cc: 1. Steven Fulgham (Yam); 2. Rob McCabe (Hon); 3. Dale Maulding (Yam); 4. David Duncan (Yam); 5. Mark Doty (Yam).
125 Junior: 1. Mark Gregson (Yam); 2. James Bronson (Suz); 3. Mark Bolin (Suz); 4. Dave Bass (Yam); 5. Rick Gainer (CZ).
125 Senior: 1. Barney Newman (Pen); 2. Rick Pressley (Pen); 3. Tim Eide (Pen).
200cc: 1. Clay Light (Ric); 2. Garry Black (Suz); 3. Rob Keith (Bul).
250 Junior: 1. Randy Patterson (Yam); 2. George Doyle (Kaw); 3. Scott Sagor (Suz); 4. Merle Kirchem (Suz); 5. Kenny Johnson (Yam).
250 Senior: 1. Chuck Sun (Bul); 2. Ray Crawford (Suz); 3. Bo Hart (Kaw); 4. Dan Chandler (Hon); 5. Mark Martens (Hon).
Open: 1. Bob Leach (Mai); 2. Don Watilo (Yam); 3. Dale Lebold (Suz).

250 Junior winner Randy Patterson (128) joins Scott Sagor (171) and Steve Johnson over the bumps. Sagor finished third.

No matter how bad things are, they can always get worse.

Mark Smith, District 36 point leader for number 1 black plate in scrambles.

Smith and Kalamaras Win Vallejo Scrambles

By James Brammer

VALLEJO, CAL., AUG. 17

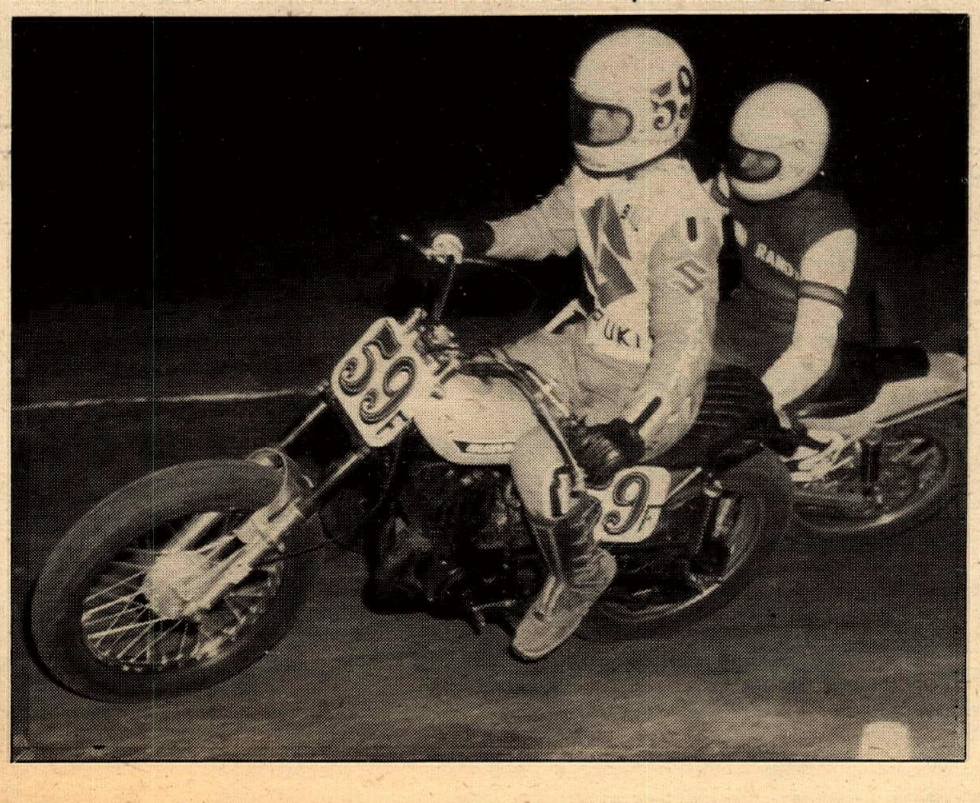
Mark Smith fell in his heat but still won the 250 Expert class to further his point lead in District 36 scrambles at Vallejo Saturday night. The spill occurred while he was leading and turned his head to check the competition behind with a quick corner coming up. He overran his line into the corner, taking him down in the loose stuff. Bill Bisel and Wade Boyd passed. Smith was up quickly and back in the race, finishing third. In the Main he ran well in the lead all the way.

Winner, George Kalamaras mastered a big Triumph in the Open Expert class as if it were some pipey motocross bike, jerking it about through the tight corners and over the jump. Mike Faria and Allen Yarrow ran second and third in the wild final. Faria had won his heat by passing the Yarrow brothers.

Rick Delacy had a run-away win in his 250 Junior qualifying heat but he was defeated by perhaps the most consistent upstart around, Marlin Stewart, in the Main.

Professionals were running the same night at Fremont, so Vallejo drew their greatest entry of sportsman riders this year. More than 180 riders on the program and eight lap Mains, starter "Fast Frank" beat the 11:00 PM curfew by five minutes. ●

Bill Bisel (59F) was there when Mark Smith turned his head to see who was behind. Smith fell and Bisel won his heat. Smith won the 250 Expert final at Vallejo.



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7500	26.6	26.3
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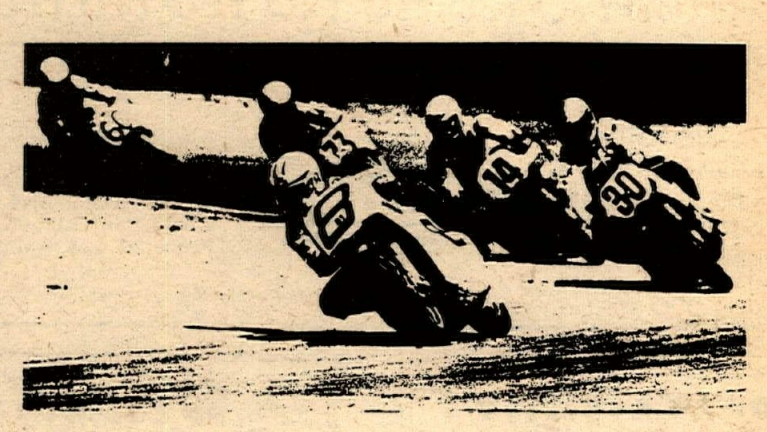

Roxy Rockwood reports Direct from Trackside

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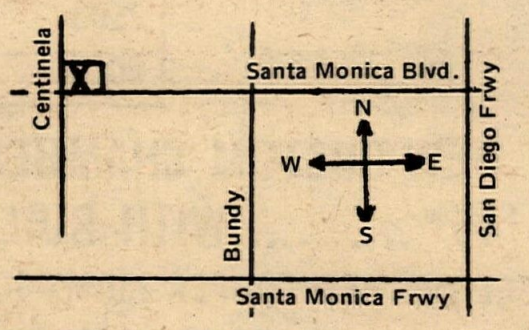

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GAMBIT

By Ron Schneiders

The Sticky Situation

A few weeks ago I wrote a couple of columns on the subject of Green Stickies, Orange Stickies, license plates and such. I asked that the readers give me their views on the subject. Motorcyclists are not known for writing letters so I didn't expect very much and I said I would print the replies. I received over 50 letters and phone calls. (I still haven't figured out how so many readers discovered my unlisted phone number. Lots of ingenuity out there!) At any rate there were far too many to print and some writers were so candid that I'm afraid I might embarrass them if I listed their names, so I am going to use only first names, and quote from those letters that seem to represent views most accurately. I will be happy to show the letters to anyone with a legitimate interest. Here then is synopsis of opinion.

Orange Stickies

Only one letter in favor, that from Bill and Nancy in Simi who write "Why can't the Green Stickie program be continued but make it enforceable as you describe the Orange Sticke act to be?"

Many were violently opposed such as Ward, from Downey who began his letter, "Hey! Ron, Right On! Screw Orange Stickies!!" Less dramatic but more constructive was the letter from Terry in Menlo Park: "I also have a Bultaco short tracker which goes no where except on a track and I think it would be really unfair to make me get a sticker for it."

Mandatory Green Stickie

A few of the readers were in favor of either mandatory Green Stickies or voluntary compliance. Typical of the reasoning was this comment from the Oops Racing Team (Yes, for real), "We feel that the Green Stickie should be made mandatory so that all vehicles will be registered and a beneficial parks system will result."

Licensing Program

The largest percentage of readers favored a program of licensing for off road vehicles with some of the money going to a trust fund for trails and parks. George, who lives in Apple Valley, states, "I am a desert rider, but as a desert resident also, I many times enjoy riding my bike around our area. This sometimes entails street riding, so I slip my license plate and rear view mirror back on my bike and have never had any CHP problems. The fact that some of my annual $22 could go to a fund for off-road recreation development would certainly be much better than now." Bill, of the Chapparells MC writes, "I go for the license scheme with a portion of the funds going to obtain land or land use. Plush park or camps we don't need. Nothing more ornate than Ballanger Canyon."

What To Do With The Money

The most positive comments I received had to do with what might be done with the money, if and when any is accumulated. C.R.L. from Gardena comments, "For my part I'd like to see some of the money spent on a trail that would eventually run the length of the state. The horsebackers and the hikers have theirs, why not the cycle rider?" A fellow named Martin from Long Beach writes, "Even if we had truck loads of money, what would it be used for? Crummy motorcycle parks. The concept of a motorcycle park is all wrong – bikes are linear by nature...After five or six laps around a motocross course I lose concentration because of boredom...I wouldn't want my money to be used for one." William, from Compton says, "I would like to see a portion of the fee from off road registration go to pay for upkeep of the trails in the mountains and deserts. How about some trail signposts in the desert to keep people from getting lost." Skip, from Carson, would like both trails and areas but preferred "trails that go from someplace to someplace else, not just loops." He also mentioned that the areas and trails should remain primitive. "Most bike riders would rather rough it." Quite a number of the letters made specific reference to the Forest Service areas in Los Padres, around Ballanger and Snowy trail and up in the Sequoia Forest as being places they liked and hoped would remain open.

The Other Side

The comments I have quoted so far represent more or less positive attitudes, or at least the willingness to consider the question, but the majority of letters don't fall into that category. More than half of the letters reflected a kind of hopeless resignation, pessimism or cynicism at the treatment they were receiving.

Shirley from La Habra begins her letter, "*Stop!* Talking about stickies, stickies, stickies!" Her group has apparently bought stickies for their bikes. "We're trying to get reconciled to the present system. Please, it's bad enough." (Shirley also wants me to quit reporting SRA enduros and stick to the tougher ones. Gosh, Shirley, that's the only thing I've won all year...)

"The Green Stickie is a ripoff because it won't keep you from being routed by the law. I prefer a license plate." "It seems that the Orange Stickie is inevitable. They always give us the shaft one way or the other." "We racers are already renting the land via the BLM fees. By buying an Orange Stickie we will simply be paying more rent. This does not guarantee continuing access any more than paying BLM fees does. The money collected will probably go into a general fund or for swimming pools...It's a proposed ripoff, pure and simple." "Let's not be forced into financing a big police force either!" Although the cynicism and pessimism reflected in these statements is very disturbing, it is not nearly as disturbing as the despair and bewilderment reflected in several letters.

R.C.E. writes, "I have a Green Stickie and I really can't tell you why, because I don't feel I am getting anything for the money spent and at the same time I don't believe it is necessary because most of the others don't have a stickie and they ride everywhere and do everything I do with a stickie...If the Orange Stickie goes through and it costs less than the Green one and you must have one or the other, the majority of riders are going to get the cheapest one because they feel they are going to get nothing from either one."

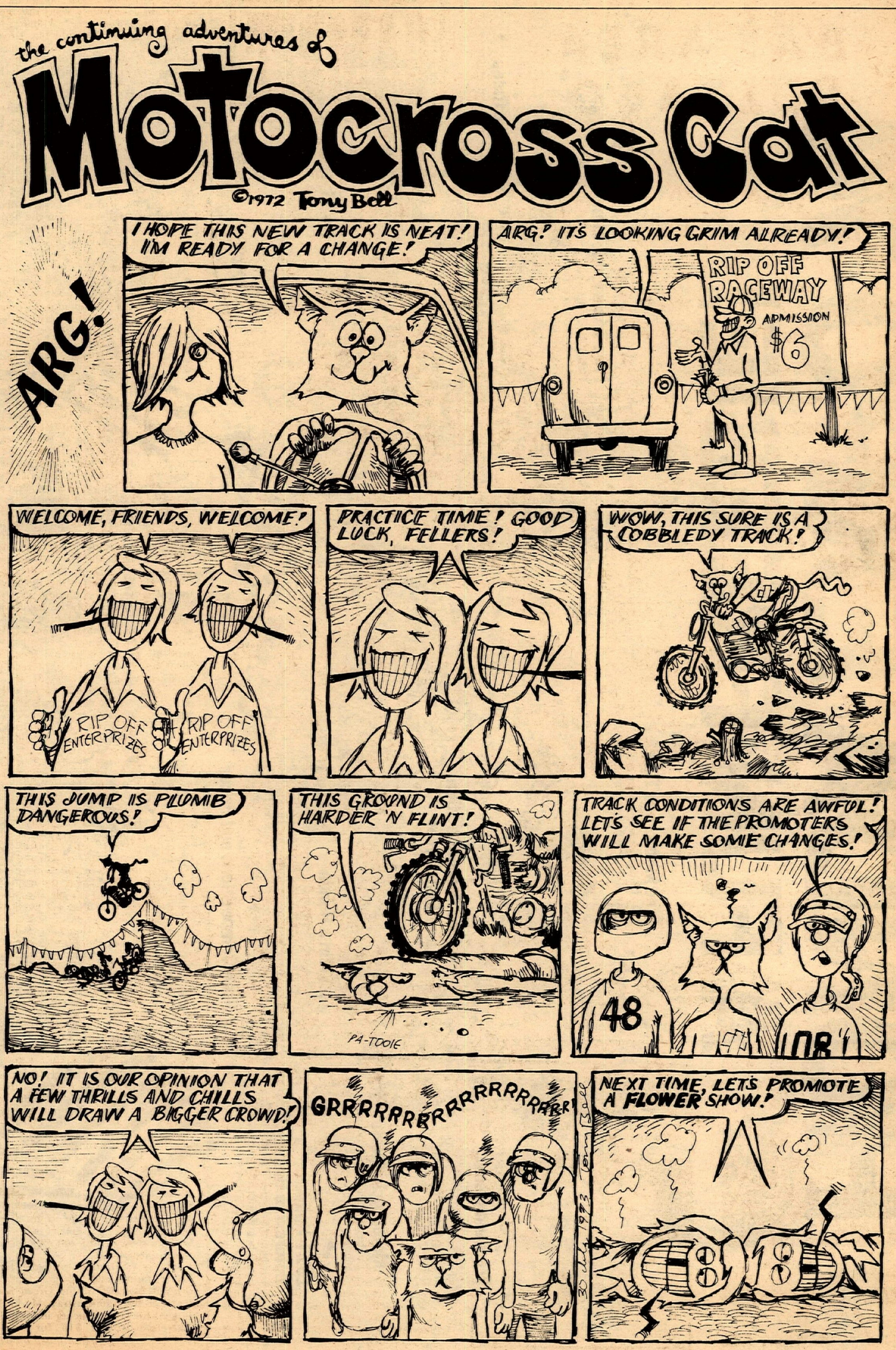
George from Concord, California, mentioned several of the recent threats to motorcycling including the Orange Stickie, Red Rock Canyon, the EPA proposal and such, and said, "I am both frustrated and saddened at hearing so many proposals launched against us. I don't understand why they are so against us...All we want is a decent place to ride without being bothered."

Mrs. H.W. of Anaheim wrote, "As a member of a biking family, I know we are finding it increasingly difficult to find areas to ride. As a result of the land closures, we sold our bikes and trailer but due to the unhappiness it cause, we started over. We have three bikes. One is licensed and two have Green Stickers which entitle us to absolutely nothing. Now my husband and I are wondering if we didn't make a big mistake.

"We ride with a group owning about thirty bikes and we seem to spend all our time driving around. Everywhere we go, sooner or later our friendly neighborhood polceman shows up. Cycle parks are just too expensive as a steady place to go.

"It is frustrating to know we are losing more land all the time. The original concept of the Green Sticker seems to have gone astray. My husband bought his Green Sticker in May of '73. Therefore it cost $15 for one year

Continued on page 29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WOW, THIS SURE IS A COBBLEDY TRACK!
THIS JUMP IS PLUMB DANGEROUS!
THIS GROUND IS HARDER 'N FLINT!
PA-TOOIE
TRACK CONDITIONS ARE AWFUL! LET'S SEE IF THE PROMOTERS WILL MAKE SOME CHANGES!
48
NO! IT IS OUR OPINION THAT A FEW THRILLS AND CHILLS WILL DRAW A BIGGER CROWD!
GRRRRRRRRRRRRRRRRRRRR!
30 July 1973 Tony Bell
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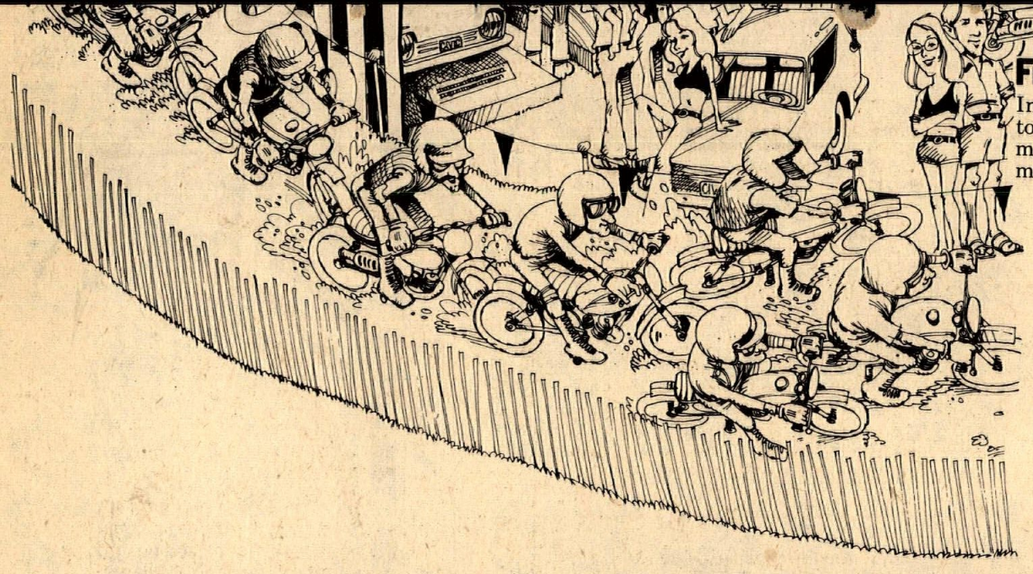

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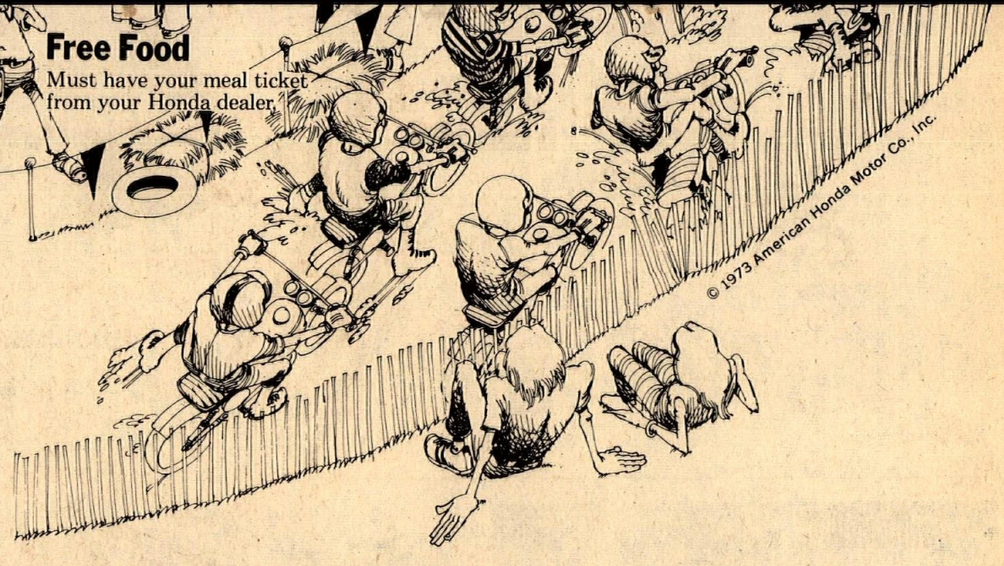

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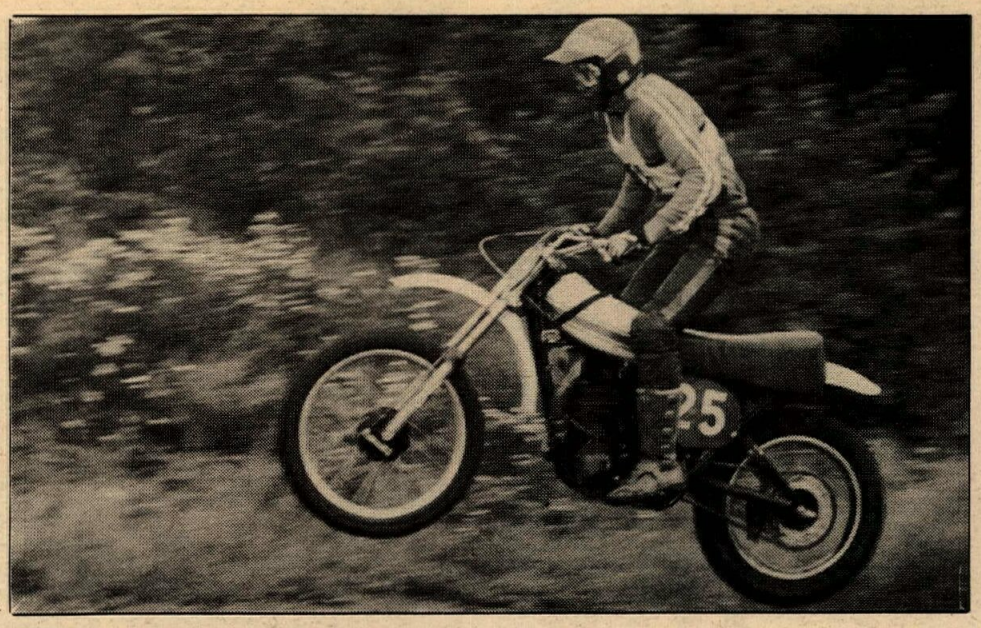

Andersson, the new world 250 champ, won at home.

Swedish 250 GP to the Swedes

By John Huetter

ULRICEHAMN, SWEDEN, AUG. 19

With almost everybody still muttering and shaking their heads over the indignities and conditions at the Russian Grand Prix, the mood even in reserved, quiet Sweden was one of comparative uproar and laughter. Everything in racing is relative.

The Americans and Belgians fell on their heads the night before trying to do vertical push-ups — laughing uncontrollably the whole time. But the Swedes...well, the Swedes were really pumped. They all wanted to win before the home crowd and they all had their own very good reasons. It was Hakan Andersson's first appearance in his home country as World Champion. Thorlief Hansen was coming off his high-flying third overall in Russia and wanted more points. And Ulricehamn is Uno Palm's hometown and home track. His re-worked Puch and determined ride in Finland surprised many observers and he *couldn't* look like a loser in front of his friends and neighbors.

Their reasons must have been valid because that's the way they finished. It was a Swedish 1-2-3 sweep for Yamaha, Kawasaki, and Puch, in that order. The announcer got as emotional as Swedish announcers ever get (not very) and the crowd obviously was pleased. Also, none of the three Swedes had ever looked better all the rest of the season.

In time trials on Saturday, Thorlief Hansen was quickest with a berm-busting 2:34. Hakan was next with a 2:36 and won most of the practice starts. Everybody else turned times over 2:38 to qualify for start position. Uno Palm circulated briefly in practice just to see where the berms had actually built up — to get familiar again. He knew the turns already. Joel Robert practiced more than usual, and Sylvain Geboers seemed to be coming back on form on *his* factory RH Suzuki.

The riders were hauled around the course in tractor-drawn wagons to be presented to the crowd with World Champ Hakan in front in an old horse-drawn carriage. Hakan looked nervous in the back of the old buggy as the horse pranced spiritedly, and the organizers kicked Jim Pomeroy out of the tractor cab when he tried to drive it. Then the Swedish driver got the tractor stuck on an uphill and all the GP riders jumped out and pushed. The formalities were over and 35 two-stroke engines barked and crackled up to the starting gate facing 50 meters of green grass.

Harry Everts (Puc) showed he wasn't playing around in practicing his starts as he pulled a 10-meter lead into the second corner. Then at the top of the first hill was a wild crash with spinning legs, wheels, and riders that caught about a third of the following pack. Jim Pomeroy (Bul) had gotten away about tenth and avoided the melee. The wiry Belgian, Everts kept the lead until the second lap when Hakan went into first and started to pull away a few feet. On lap three, Thorlief passed Everts, going after fellow Swede Andersson with a vengeance. Uno Palm (Puc) was in fourth just a few meters behind Puch teammate Everts.

Pomeroy started dicing with frequent nemesis Jaroslav Falta (CZ) and by lap five passed him to move into ninth. A surprising Sylvain Geboers (Suz), still working up his strength in his shattered leg, moved up to fifth about this time, passing Master Adolf in the process. The old form was definitely visible on some of his faster laps, but he was not going all out all the time. Behind him were Mikkola, Pomeroy and Falta — all carving deep ruts in the soft dirt berms. Hakan and Thorlief started stretching out a formidable lead over Everts and Palm after about 12 minutes as they engaged in their own private duel. The two Puchs, in third and fourth, seemed about even in motor with neither rider having a horsepower advantage to rely on. At about the same elapsed time into the first moto, Pomeroy's special neat-o super-trick one-off shocks started to fade. As they went, so did Jim — back to tenth as Pavel Rulev (KTV) and Falta went by him. Only Thorlief had Hakan in sight as the new champ once again demonstrated he can ride any kind of motocross track. But Hansen wasn't quitting.

Palm finally got by Everts after a 20-minute chase, using his intimate knowledge of the course to keep the power on a little longer through a corner. (Uno Palm was one of the very few riders who could pass on corners on the surprisingly narrow course that had only one line through most turns.) He made it a 1-2-3 Swedish sweep out front in the first moto.

Jim was definitely having handling problems while the Russian and the Czech just ahead of him engaged in some motocross politics. Kalevi Vehkonen (Mon) went past Pomeroy and Heikki Mikkola dropped out after 30 minutes of worrying Adolf Weil severely.

And so it went for the next 10 minutes. Hakan was never threatened during that time and won with about 20 seconds over Thorlief Hansen, thereby convincingly confirming his World Champion status. The third Swede was Uno Palm, then Everts, Weil, Geboers, Rulev, Falta, Vehkonen and Pomeroy.

Pomeroy's shocks were changed again between motos simultaneously changing the handling characteristics of the Pursang for the third time that day. But Pavel Rulev, back in action after losing his KTM ride for a week, wanted to improve his overall points and started out to do it by getting around the corner first in moto two. Thorlief Hansen and Hakan Andersson were close behind him. The front three buffeted and bounced away with Geboers fourth and Weil fifth. By lap three, Hakan had somehow dropped back to eighth and Thorlief had the lead, looking for his first overall Grand Prix win of the season. Rulev crashed, putting Sylvain Geboers temporarily in second, and Pomeroy had failed to significantly improve his poor get-away position. It was to prove Jim's most disappointing show ever.

After 10 minutes, Hakan had worked back up to fourth. Uno Palm was also on the move after an indifferent start. Jim could not get dialed in. He was overshooting turns and then, compensating too much, coming in too slow and losing momentum around the soft berms that demanded power-on racing. It just wasn't working for him. Unheard of for Jim Pomeroy in Grand Prix, he was actually making slow progress around the track. After 25 minutes of inconsistency which saw blazing fast laps alternate with compound errors, Jim pulled off, disgusted with his own performance — or lack thereof.

Out front, Thorlief was really wingin' it as he got the sign that Hakan had moved into second. Palm started pushing Adolf Weil hard and forced a classic inside corner pass on the wise German. (It does help to know the course.) Thorlief started to tire from his own breakneck pace and Hakan closed the gap. He finally took the lead with about 12 minutes left in the moto as he kept the throttle on over the front jump that sent bikes nearly vertical for 10-12 feet above the ground. Andersson's trick Yamaha hit hard, the rear end straightened out, and he was gone. Mikkola repeated the stunt a few laps later as he literally flew over Uno Palm's head to take third away from him as the Husky's suspension compressed to the absolute limit.

Thorlief was going wild trying to recapture the lead from Andersson. Off the bike, through the berms on the front wheel — his pit crew signalled "More Gas!" on the straight and Thorlief pointed at his throttle hand with his left index finger indicating that the Kaw was already to the stops. But it was no use. Hakan had the leisure to nod at the timekeepers and look at the crowd for the last four laps.

With two laps left, Adolf was two bike lengths behind Uno Palm. Then he left the throttle on at the end of the straight and, spraying dirt, took fourth on the last lap. Uno's fifth was still good for third overall in front of the home crowd. ●

Results

World Championship Motocross: 1. Hakan Andersson (Yam), Swed., 1-1. 2. Thorlief Hansen (Kaw), Swed., 2-2. 3. Uno Palm (Puc), Swed., 3-5. 4. Adolf Weil (Mai), W. Ger., 5-4. 5. Heikki Mikkola (Hus), Fin., --3. 6. Sylvain Geboers (Suz), Belg., 6-6. 7. Pavel Rulev (KTM), USSR, 7-7. 8. Harry Everts (Puc), Belg., 4--. 9. Antonin Baborovsky (CZ), CSSR, --8. 10. Jaroslav Falta (CZ), CSSR, 8--. (Jim Pomeroy (Bul), USA, 13th overall)

Uno Palm knew the track by heart.

Hansen was third OA in Russia, second in Sweden.

Communism & motocross don't mix

By John Huetter

LENINGRAD, U.S.S.R., AUG. 12

The Russian Grand Prix was a disaster for everybody except Maico veteran Adolf Weil. Hakan Andersson crashed badly in his first motocross as World Champion, scabbing his face on the rough, bumpy course with numerous potholes filled with powdery silt dust. Joel Robert very nearly got into a knockdown fistfight with Soviet officials. Joel doesn't like to take crap from anybody. Jim Pomeroy got stripped naked and had $135 confiscated by those ever-friendly, smiling Russian border guards.

It was not a pleasant trip for anybody. Perhaps it was worse, though, for the Czech riders than for others. When asked about the CZ team's experience, manager Ernie Zemen half shook his head and replied, "Well, you know how it is between us and the Russians..." There was a lot of unstated meaning in his words but that summed up everybody's experience and colored the competition far more than simple geography would indicate.

Surprisingly, however, the Leningrad venue did not result in a win for Mosseiev on his home track as was half expected. The smiling gray-haired Maico master, Adolf Weil, went fast, pressed on when others crashed or broke, and convincingly won both motos on the long, dangerous course. The Maico's enviable new suspension helped him over the hidden potholes, but it was Adolf's speed and skill that made the difference in the end and his first GP win of 1973.

In the first moto, Heikki Mikkola (Hus) got the hole shot and led for over 15 minutes. Just before Adolf went past him, Jim Pomeroy (Bul) who had moved up to third from about a ninth place start, hit one of the dust-filled holes and went head-first over the handlebars. The order then changed abruptly to Adolf, Heikki in second, and Jim on his head poking holes in Mother Russia. Pomeroy remounted, somewhat dazed, and charged off after the pack. Hakan crashed shortly after that when moving up through fourth position. The new World Champ retired from the moto after his get-off. Sylvain Geboers (Suz) summed it up neatly: "That course is dangerous."

Meanwhile, an emergent Torleif Hansen on an extensively reworked KX250 Kawasaki just kept moving up as riders broke, retired, crashed or slowed. By the end of the first moto, he was in third. The riders passed the checkered one-two-three: Weil (Mai), Mikkola (Hus), Hansen (Kaw). It was the fast Swede's best GP finish all season. The Kawasaki's unconventionally -mounted new suspension and a reliably strong motor seemed to make a difference and Hansen was really wickin' it in his best Viking fashion.

Jim started after the front-runners as he kicked his battered Bul to life and worked his way back up to eighth when the 40 minutes plus two laps of the first moto were over. Not bad from nearly last place.

Gunnady Moisseiev (KTM) pulled one of his explosive hole shots trying for a last moto win in front of his fellow comrades. He started aviating around the course followed by Mikkola, Andersson, Hansen, Weil, and Pomeroy until he crashed dramatically and drastically on a big downhill. Jim then ran in fourth for a few minutes while a fair amount of the hot-charging pack bounced off and around Mosseiev and the KTM. Jim's respectable placing was terminated this round when his special factory crank went out for a bite of lunch; the same as had happened to him while running seventh in the French Grand Prix back in June. Jim is now a firm believer in stock Bultaco crankshafts.

Adolf kept motoring in his usual smooth, swift manner, effectively dominating the treacherous Leningrad course and most of the other international motocrossers. The finishing order was the same as the first moto: Maico, Husqvarna, Kawasaki with Weil, Mikkola, and Hansen in the saddles. Adolf smiled afterwards, "Great circuit, Leningrad!" It must seem that way when you win, but by no stretch of the imagination was it a good circuit. Weil repassed Mikkola into second point standings.

Pomeroy picked up only three points and Hansen's 20 point gain made a three-way tie for fifth in the world between Pomeroy, Falta (CZ), and Torleif. Neither the Czech nor the American were too happy or mentally well-prepared for racing in Russia. It was, at very best, a giant bummer. No official results were released, and start/win money was paid in unconvertible rubles. •

Results

World Championship Motocross — Russian 250 Grand Prix, Leningrad, USSR, Aug. 12, 1973: 1. Adolf Weil (Mai), W. Ger., 1-1. 2. Heikki Mikkola (Hus), Fin., 2-2. 3. Thorlief Hansen (Kaw), Swed., 3-3.

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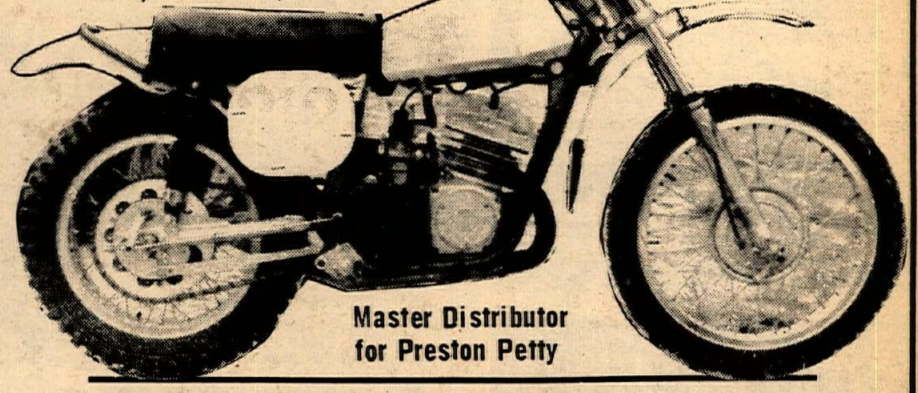

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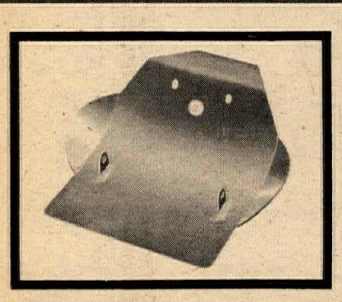

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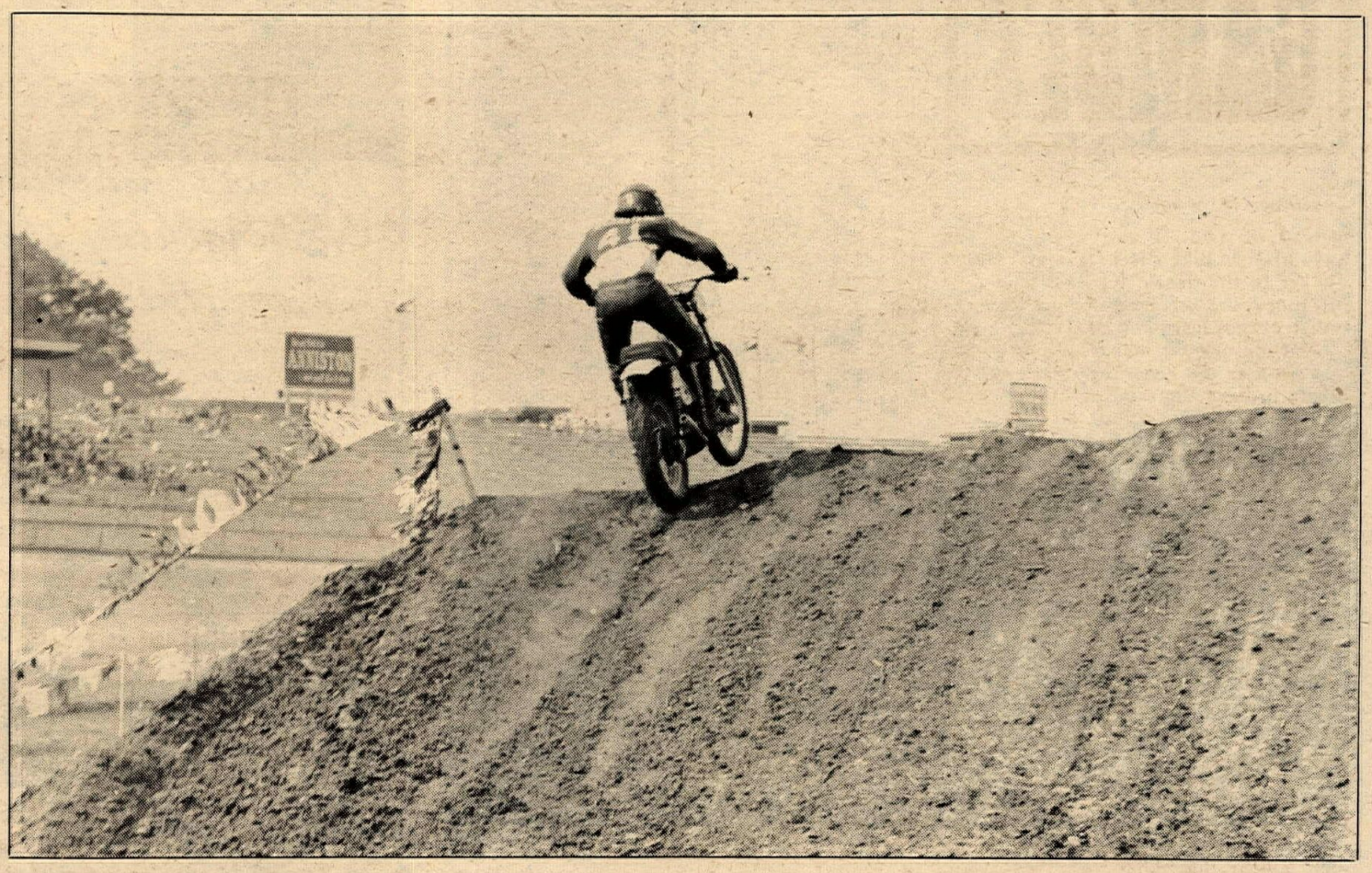

Eirstedt negotiates some of Talladega's bumps.

By Carol Neill
Photos by Bill & Carol Neill

TALLADEGA, ALA., SEPT. 2

Alabama sinkholes, haybales, and thrown chains were the order of the day at the dry valley AMA National motocross held after the Talladega Grand National Road Race at Alabama International Motor Speedway.

Gary Jones and Pierre Karsmakers took yet another set of National wins in the 250cc and Open classes respectively, thereby virtually clinching their respective number one titles. Rick Thorwaldson took second overall in the 250 class without winning a moto, ahead of Tim Hart who did, by virtue of a lower accumulation of points. Terry Clark and Rich Eierstedt rounded out the top five in that class. In the Open class Wyman Priddy gave Karsmakers a beautiful run for his money, taking two moto wins in the process, but was dropped to second by an initial fifth place finish. Mickey Boone, Peter Lamppus, and Rickie Brown completed the top of the Open overall list.

The professor, Gary Bailey, created yet another creditably motocross course, utilizing the same basic layout as he used last year. This year he added a few new twists to confound the competition, the most drastic of which was sort of a sinkhole excavated out of one portion of the track going onto the front straight. There was a little depression there last year, but it was mild compared to this year's monster: two razorbake mounds of earth edging a huge hole into which the riders almost completely disappeared as they rode through it. Haybales were piled at the side of the second razorback to keep the riders on the straight and narrow. These and the sinkholes itself spelled grief to many riders through the day.

250 Class

Rich Eierstedt (Hon) grabbed an initial first moto lead, managing to stay clear of a first turn melee which found four riders on the ground. He must have been really jazzed because he rode a fantastic race, leading every lap to the checkered flag. By the end of the first lap Eierstedt was followed by Rick Jordon (CZ), Karl Siegel (Yam), and Jimmy Weinert (Kaw), Siegel moved into second place ahead of Jordan the second time around where he stayed until the seventh lap. Weinert maintained a consistent and close third from the third lap when he also passed Jordon, who eventually faded to eighth by the moto's end, until the sixth lap when Gary Jones (Hon) edged him out of that spot.

The next time around as Weinert came through the esses approaching the big sinkhole, his rear hub broke. He drifted off the edge of the track, disgustedly threw the big Kaw to the ground and walked away, out for the afternoon. Gary Jones meanwhile had been pressing from an initial seventh position in the first lap, picking up places almost every lap to the seventh where he slipped by Karl Siegel to take over second. At this point Eierstedt was almost half the track's length ahead of Jones. As they moved through traffic, lapping slower riders, Jones was content to maintain his second ahead of Siegel. Father Don Jones later said Gary was riding to finish, not necessarily to win in order to protect his National points lead. This turned out to be an unnecessary precaution.

Terry Clark (Hus) flew to an early lead in the second moto, followed by Jones and last year's winner Gary Bailey (Bul). Clark's lead lasted only two laps as Jones passed on the third and held an everwidening lead to the final flag; he made it look easy. Clark held onto second until the eighth lap when he was bested by Rich Thorwaldson (Suz). Thorwaldson was fourth initially but inherited the number three spot in the fourth lap when Bailey hit some unwanted mud created by an aircraft fire truck which doused the track periodically throughout the afternoon. He highsided and the Bul loaded up, dropping him way off the pace. The final positions checked out that way: Jones, Thorwaldson, and Clark. Tim Hart (Yam) filled in the number four spot after so spending the moto fighting off a mediocre start. He brought Rich Eierstedt with him through the ranks to a fifth.

For the third moto Rick Jordan grabbed the hold shot but by the end of the first go around Don Henderson (Hon) was leading. That lasted until the fifth lap when Jones appeared out of the crowd to take another lead; he hadn't gotten such a hot start. This time Hart followed Jones past Henderson and Jordan into second. The Jones-Hart chase carried them far out front of the rest of the field with Jones pulling a lead on Hart. Then the unexpected; two laps before the final flag Jones tangled with the haybales at the side of that second razorback coming out of the big sinkhole. Each lap Jones had been drifting closer and closer to the big mound of hay. This time around he sort of landed in one and the baling wire around it became entangled on his left footpeg. He landed, drifting to the outside of the track, desperately trying to kick the big lump away. The bike almost came to a halt before he could free it. That was just the chance Hart had been waiting for. He zipped past and the chase was reversed. Hart maintained his lead to the checkers as Jones backed off a little, fighting a flat tire. Thorwaldson had grappled his way from tenth at the end of the first lap to third at the end.

Open Class

The Open class at the Talladega National was not a Pierre Karsmakers benefit, although it sort of seemed as though it would be in the first moto. Pat Freiberger (Mai) grabbed the hole shot only to lose the lead to Brad Lackey (Kaw) on the first lap. Gary Semics (Hus) followed Brad with Pierre Karsmakers (Yam) on his tail. By the third lap Karsmakers had moved into first, displacing Brad to second.

Then Karsmakers moved away for an easy win. Brad maintained second at the flag with Gary Semics still in third.

Semics led the pack into the second moto with Wyman Priddy (Kaw) close behind. They played a pass and repass game for the first five laps as Pierre and Brad moved into third and fourth behind them in the third lap. Semics disappeared on the fifth lap, apparently running into mechanical gremlins. That gave the lead to Wyman Priddy for good; he ran an absolutely flawless race, never allowing Pierre to pass him. Pierre appeared to be outriding him in the turns but the Kaw would pull away on the straights. Lackey maintained his third place, even through a fall on a sweeping broadslider type turn. Mickey Boon (Suz) moved into a creditable fourth at the final flag.

Steve Stackable (AMP) took the third moto hole shot, holding a lead until the third lap when Wyman Priddy replaced him; Wyman was having a good day. From there on, the third moto was his except for one short interval when Stackable repassed in the fifth and sixth go arounds. Pierre moved into second place in the sixth lap and the Priddy/Karsmakers battle was on again to the end. Stackable maintained third to the final flag with Mickey Boone reeling in fourth. Brad Lackey had lost his fourth lap third position when he fell, losing his silencer in the process and had to ride wildly to try to catch up. In the twelfth lap, however, he broke his chain, giving him an overall tenth for the day. ●

GAMBIT

Continued from page 22

instead of two. If and when my son buys his new bike I will fight that Green Sticker to the death. We have paid a lot of money and received not one thing in return except less open land."

Martin, quoted in earlier part, says, "As soon as the general public pays for bikers to have the same rights and trails as horsemen, each group can start being double-taxed from there. At this point I would like to remind you that the gas taxes that we pay for our ORV's are not used for us. Our taxes *now* go to cops and freeways. Where could I find an address for Bob Meyers or anyone who would be interested in my motorcycling ideas?"

Comedians

Since this has been a pretty heavy column, I thought I might quote a couple of lighter letters. Here's one from a guy who thinks I'm some kind of political Goldstar...

"We (you, man) surely can find a format to generate a massive intake of many small increments of effort, compress them to one cohesive attack plan and at that degree of dwell when auspicious governing bodies will convene for listening, apply the spark of execution. This should create a torqued thrust so overwhelmingly to be reckoned with that the exhausted reaction and objection should be only a noise in the night." That from Marshall Vargas and he sent a check for $10 as fuel for the mixture. (Thanks Marshall, but we can't accept it and have no good use for it so I have destroyed it. How about sending a check to MORE or CORL?)

Then there was this one:

ron:
take all you little orange stickers and stick them up your butt
cause to tell the truth ron, i think you're some kind of nut
all these systems and programs, what the hell's your trip?
i don't care what they do, i'm just tired of all you lip
you tell me to write some letters, hell i don't even vote
save the world if you want, but, hey don't rock the boat
once you wrote a column saying you hoped ecology won the war
but now it's "know your enemy", whose side are you really for?
but that doesn't matter much, i'm just passing through
i ain't trying to save the world, but i ain't too sure about you
there's more to life than motorcycles, so ron get off your knees
and maybe you'll find, you can't see the forest for the trees

peace, Terry

terry:
contradictions fall like rain
on a capital-less plain
but e.e. cummings had some class
though he couldn't spare the time to rhyme
nor did his stanzas march in time
polluted stuff he would not pass
like sniv'ling "butt" when he meant "ass"
an answer though you do deserve
so cummings' words will have to serve

next to of course god america i
love you land of the pilgrims' and so forth

If you don't like the way e.e. cummings put it, Terry, how about this from a fellow cyclist. I spoke in my column of using our tax money to drive a hard bargain for trails and lands. D.S. who lives on 91st Street in Los Angeles says, "About how to drive a hard bargain I have no idea. I've nearly given up on our political systems, having written many letters to all sorts of authorities. I don't even receive many form letters anymore..." I think we're all on different stages of the same trip.

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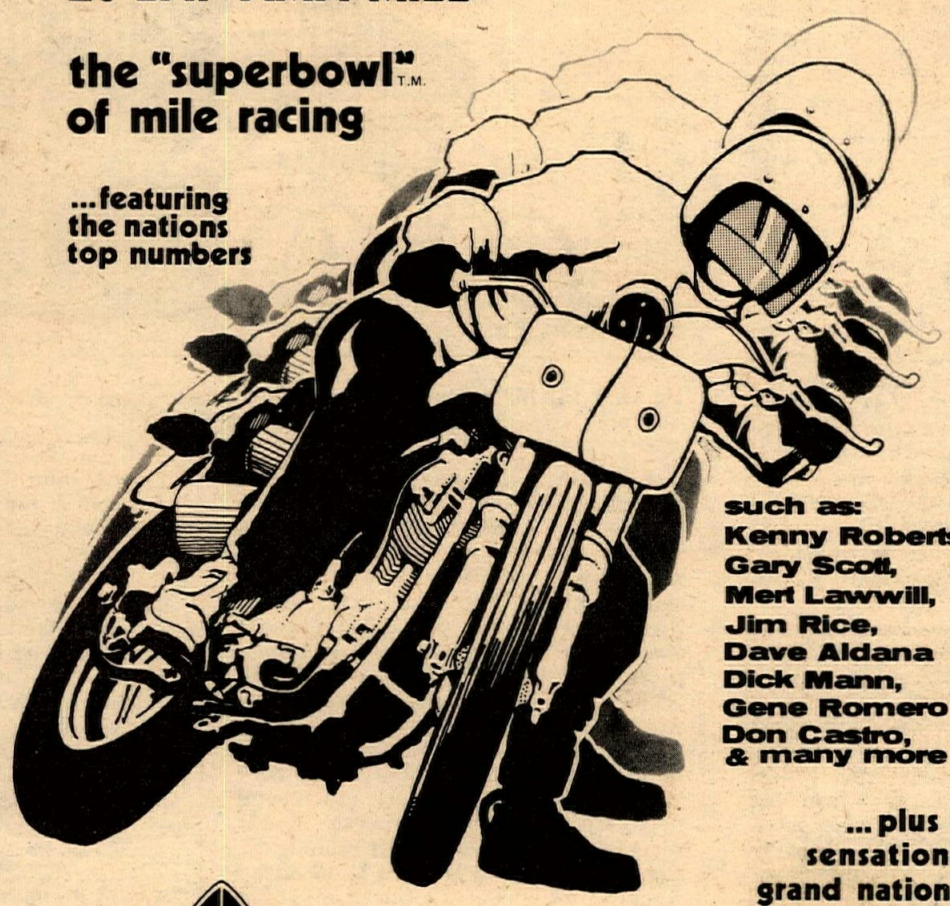

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Bonneville

Continued from page 7

interest from the press. This year there are only two other streamliners besides the three machines of Vesco, Wirges and Manning-Murray entered.

The first is the several-year-old, twin-engined Triumph liner belonging to George Conboy. Geroge only gets in a couple of runs before he goes home, but has his kicks and doesn't crash.

The other 'liner that appears is the most unorthodox liner to show up in years. Called the Swift 300, it departs from normal design by sitting 11½ inches off the ground. The builders, Jim Monague and Ed Rannberg of Eyeball Engineering in Fontana, California, state that the reason for the strange design has to do with the "center of pressure." They don't know if it will work, but they state that its the way to go faster than the other liners by not copying them.

The liner is set up for two turbo-charged Kawasaki threes and has a single 500 three installed for its shakedown runs. The builders are really smart; they have figures how to survive even if the liner crashes. What they do is get someone else to drive it – me.

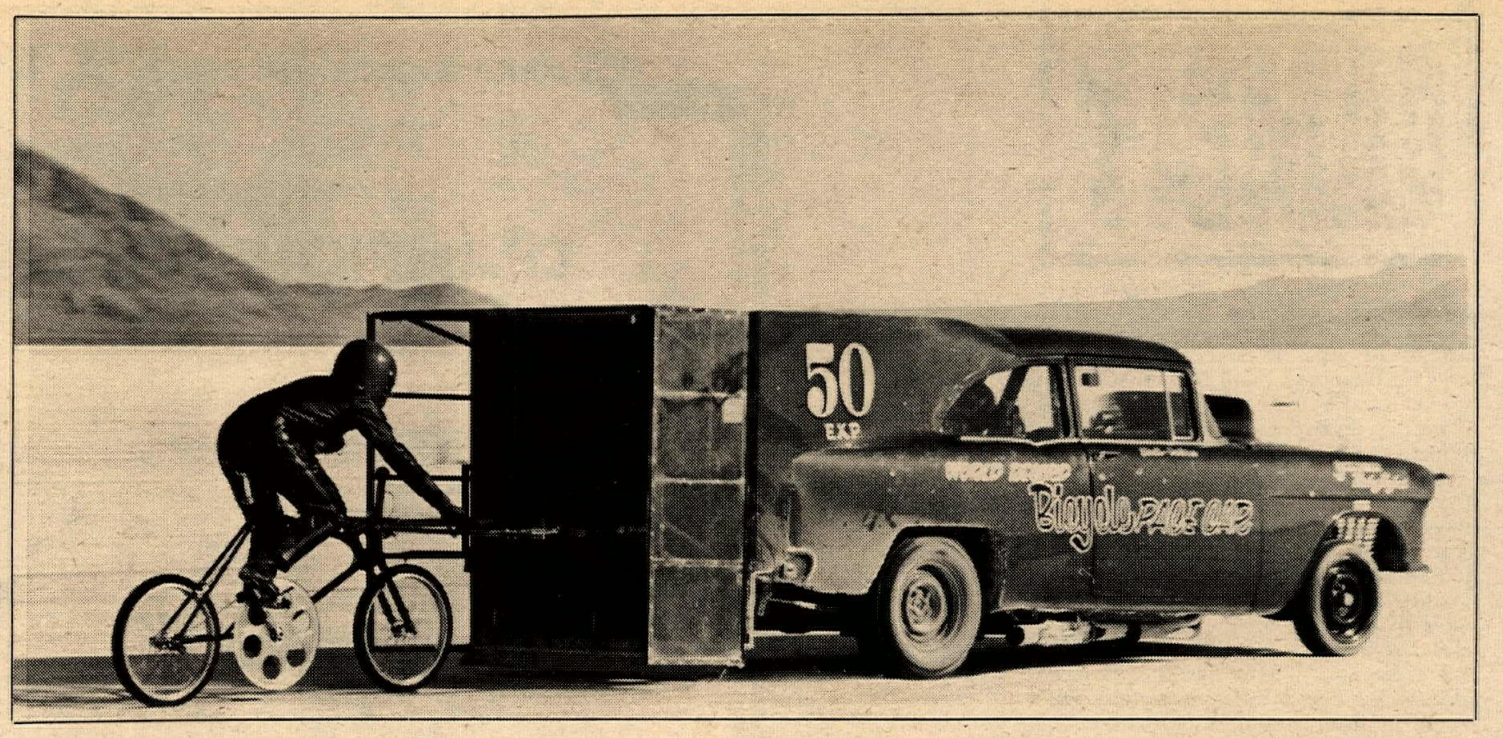
Now I've always kind of thought I'd like to drive one of those things, but I didn't realize what I was getting into. You have to really "think small" just to get yourself positioned in a 'liner.

I make a couple of shakedown runs and don't crash and the builders figure they've found a driver. And I've found a way to expand my eyeballs.

The liners didn't post the most fantastic speeds of the event, however. This honor went to the relatively new motorcycle manufacturing firm of Bombardier with their Can-Am cycles. Robert Barker, who does R & D for the Can-Am, brought one of the most carefully thought-out 125's ever seen at the flats. The little single-cylinder bike had a fairing the likes of which has never been seen on a motorcycle. Going strictly by the rule book, the designers ignored what had been past practice for racing bikes and came up with a really slick machine. The bike even sported disc wheels, and if you don't think it was worth it, look at the record they posted: a two-way average of 136.537 with what is basically a motocross machine!

Another record that boggles the mind is that of Alan Abbott. Alan isn't into motorcycles all that much and neglected to put an engine in his bicycle. After quite a bit of training, he came away with a World's Land Speed Record for pedal bicycles of 138.8 MPH. Over half of the motorcycles entred didn't reach this speed! What interested most of the bikers at the meet was his 218-tooth counter-shaft sprocket.

The Silver Anniversary of the Bonneville Nationals is history. A full report of the land speed record attempts that followed the event will be reported as soon as they are completed. But, reading about Bonneville is not what its all about. Be with us there next year and you'll know what I mean. ●



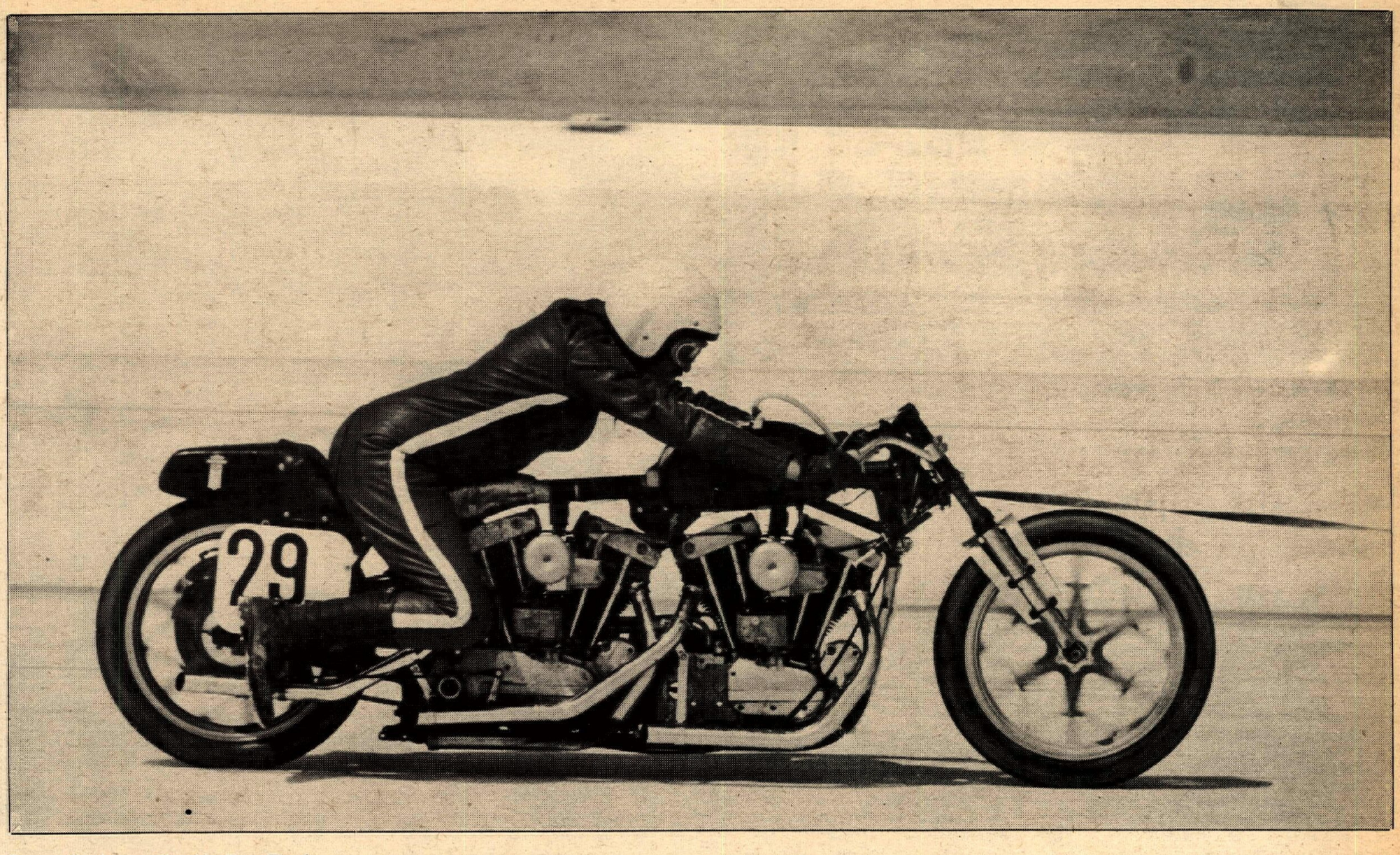
He went 138 MPH. Note the counter sprocket.

New World Speed Records

Production Classes:
P-125 Mark Lingua, Burbank, Ca. 77.311 ..... H-D
P-250 Dennis Robertson, Burley, Id. 89.472 ..... Yam
P-350 Richard Powell, Rochester, N.Y. 105.315 ..... Kaw
P-500 Ellis Lehmberg, Lehi, Ut. 118.909 ..... Kaw
P-750 Pat Siddall, Livonia, Mich. 132.081 ..... Kaw
P-1000 Bruce Flanders, Pasadena, Ca. 141.733 ..... Kaw

Modified Classes:
A-AF-50 Darrel Packard, Loma Linda, Ca. 80.949 ..... Suz
MPS-AG-50 Tracy Walsh, Jr., Dallas, Tx. 76.720 ..... Hon
MAG-100 Thomas Conway, Oroville, Ca. 94.826 ..... H-D
MPS-C-100 Mark Lingua, Burbank, Ca. 94.826 ..... H-D
A-AF-100 Doral Eckhardt, Bellflower, Ca. 91.666 ..... Suz
MPS-AG-125 James Daunt, London, Ontario 100.310 ..... Yam
APS-AG-125 Robert Barker, Valcourt, Quebec 128.629 ... Can-Am
MPS-AF-125 Sharon Vickery, Denver, Co. 113.637 ..... Yam
APS-AF-125 Robert Barker, Valcourt, Quebec 136.537 ... Can-Am
M-AF-125 Dale Ebersole, Denver, Co. 110.429 ..... Yam
M-AG-125 James Daunt, London, Ontario 93.823 ..... Yam
M-AG-250 Brian Eriksen, New Foundland, N.J. 99.214 ..... Bul
M-AG-350 Tom Poster, Towaco, N.J. 116.599 ..... Bul
MPS-AG-650 Dale Alexander, Simi Valley, Ca. 144.531 ..... Hon
MPS-C-750 Dale Alexander, Simi Valley, Ca. 156.999 ..... Hon
MPS-AF-750 Dale Alexander, Simi Valley, Ca. 155.006 ..... Hon
M-C-750 Dale Alexander, Simi Valley, Ca. 145.616 ..... Hon
M-AG-1000 Gary Wilson, Dallas, Tx. 145.102 ..... Tri
M-C-1000 Dale Alexander, Simi Valley, Ca. 155.071 ..... Kaw
MPS-AF-1000 Dale Alexander, Simi Valley, Ca. 162.842 ..... Kaw
MPS-C-1000 Dale Alexander, Simi Valley, Ca. 160.838 ..... Kaw
MPS-AG-1000 Dave Cantwell, Fort Worth, Tx. 156.226 ..... Tri
MPS-AG-1250 Gerald Wysong, Miami, Fl. 166.708 ..... H-D
MPS-AF-1250 Howard Allen, Monrovia, Ca. 185.883 ..... H-D
M-AF-2000 Warner Riley, Skokie, Il. 188.391 ..... H-D
M-AG-2000 Warner Riley, Skokie, Il. 163.562 ..... H-D
A-AG-3000 Thomas Elrod, Saugerties, N.Y. 175.502 ..... H-D

Experimental Class:
48 Volts Mike Corbin, Somerville, Conn. 101.470 .. Corbin-Gentry
36 Volts, Jack Wilson, Rockville, Conn. 95.228 ..... Corbin Gentry



Bonneville: it goes like this. Tom Elrod.

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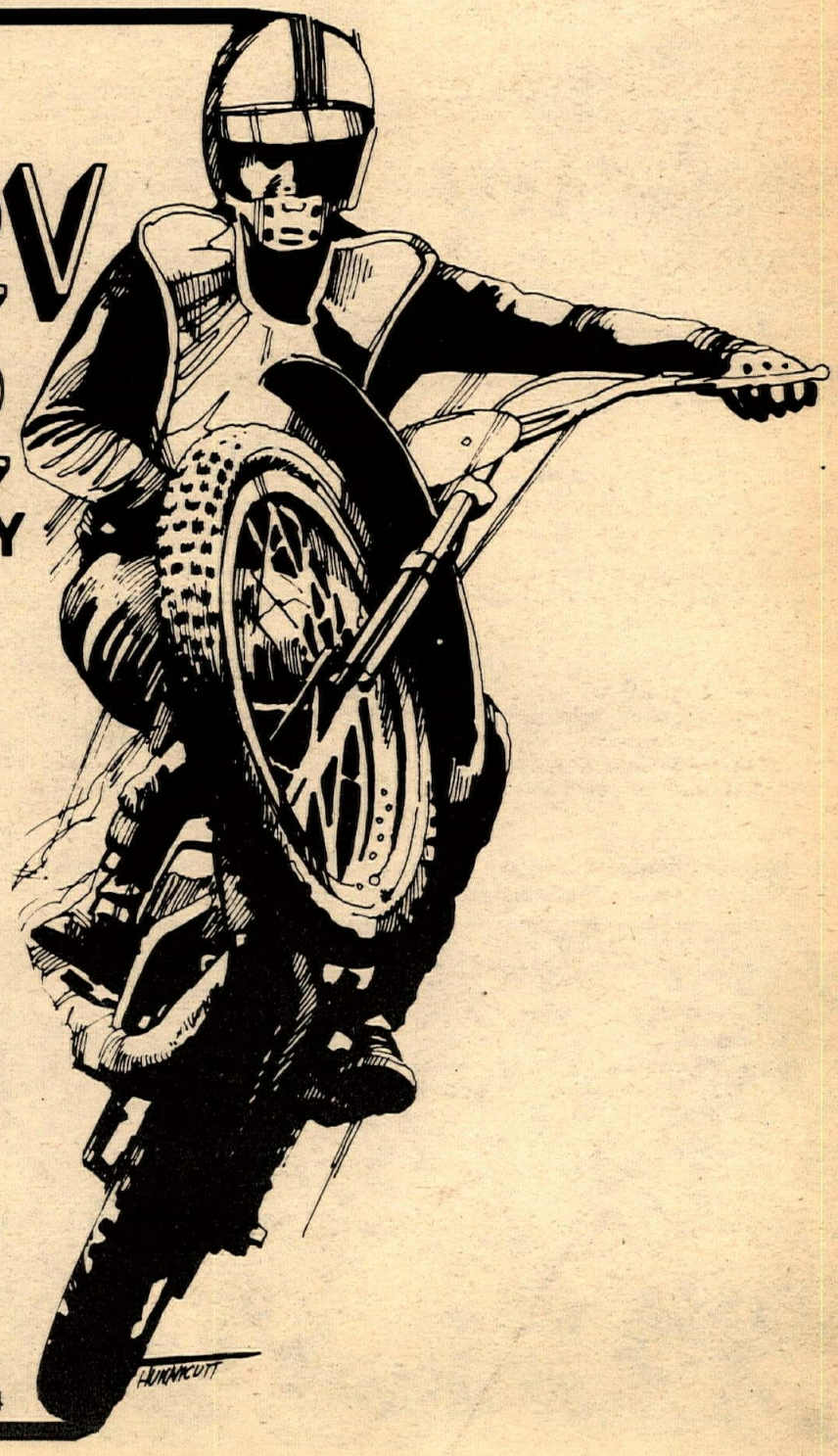

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SPEEDWAY WEEK

Story & Photos by Dennis Greene

Ventura, Aug. 28

Where did he come from? That was the question Ed Williams asked as he picked himself up from the ground Tuesday night at

Ventura. What had happened was that Mike Konle had fallen and the flag man did not look to see if anyone was coming as he stepped out in front of Ed. To say the least, they met, and as they both tumbled down the track the flag man learned a hard lesson. Neither was hurt but Ed did let the flagman know just what a fool he was.

Time is getting short at Ventura. There are only four more events scheduled for the season and the 25th of September will bring the show to a close. Sometime in September there will be a qualifying round held to help pick the top 16 riders in the nation who will be in competition for the title of U.S. Speedway Champion.

In what was a preview of things to come, Steve and Mike Bast along with Mike Curoso and Steve Gresham came to the line in the Scratch Main event for what was to be the highlight of the night.

With the California State Championship just 24 hours off, everyone was saying it was to be a two man show and that the winner would be named BAST. So, when the brothers came to the line the fans were pretty much divided, half for Mike and the other half for Steve. During the four laps, the lead changed four times. Mike never let Steve get over a foot away at any time and at the end it was Steve in front.

This kind of racing is one big reason why the crowds have reached near capacity at Ventura this season, and there is talk about increasing the seating for next year.

Mike Bast did not come up on the short end of the stick in the Handicap Main as he added one more win to his record.

Bakersfield, Aug. 29

Five years ago, a young man named Sonny Nutter became the first California State Speedway Champion. The title was won at the L.A. Sports Arena. Even since then, the title has been up for grabs once a year at Bakersfield. For the past four years, this title has been won by one man – Steve Bast.

This past Wednesday night was this Championship event, and Steve was there to defend his title in the highest meaning of the word sportsmanship. He came to the race track still ill with stomach flu, unable to keep his food down, and on several occasions during the race meet, regurgitated because of the illness.

Steve was not the only rider with physical problems. Bill Cody was unable to ride because he had been in a pile up Tuesday at Ventura.

Paul Orlandi, one of the five northern riders to qualify for the event came to the track to do better, but was shot down in the first turn when he crashed and tore ligaments in his arm.

As in all Championship events, there are only 16 riders in competition and each rides five times.

The winners of each event gets three points, 2nd place gets two, 3rd gets one and 4th gets zero. Simple math adds up to 3x5=15 points or a perfect score. Fifteen points were earned by the new California State Champion, Mike Bast.

Mike, last years National Champion and current Pacific West Coast Champ turned in a sparkling performance in all five of his events; the highlights of course was when Mike and Steve went at it together. Everyone knew that this would be the biggest race of the night.

Both had perfect scores going into the race, and only one could come out on top. Don Cullum and Greg Haserot were also in the event but were left far to the rear as the Bast win machines took off.

The four lap race was lost by Steve in the first lap. Mike was between Steve and the wall, being bounced back and forth between the two. Rather than take a chance of putting them both out of competition, Steve backed off just inches before he would have normally in order to make the turn. This was all it took to let Mike get by. He shot down to the pole and for the next three laps Steve played catch up racing, but in vain.

The only point that Steve lost during the night was in that event with Mike, and as it turned out that one point to Mike cost Steve the title.

Afterwards Steve told Mike, "Brother, if I had to lose I'm glad it was to you", and Mike reached over, shook Steve's hand, and said, "Man, I sure am glad you didn't go another foot before you started to turn. I must have hit that wall three times and was in a world of hurt." Steve said, "I didn't think you would push that hard to the outside." Mike smiled, slapped Steve on the back turned and walked away, and Steve said, "Go get 'em!!".

At trophy time the race fans gave the sportsmen a standing ovation.

During the victory party, there were several other awards given away. Tim Bradley won the most improved Second Division rider award, Dubb Ferrell got the same for First Division and Mark "The White Tornado" Cherry got the Sportsman Award.

Irwindale, Aug. 30

With several of the top car drivers in the nation visiting from their time trials at Ontario Thursday night, the Speedway show got underway. They were quite impressed with the two wheel exploits of the best speedway riders in the nation.

Dan Becker was hot and went all the way for the win in the Scratch Main event over Rick Woods, Mike Bast and Sonny Nutter. Mark Cherf pulled off the win in the Handicap Main in what was one of the better events of the night. Mark started in front and held off the challenge of Billy Meister and Mike Curoso.

Earlier in the evening Mike Curoso hit the crash wall right in front of where the car drivers were sitting at the start-finish line. It was in the last lap at the checkered flag and there was some lengthy conversation about how man and machine must be together when they go over the finish line. Even though Mike was upside down at the time he went over the line, he was still with his bike as they tumbled past the starter. The referee said that the rule states that the rider has to be with his bike, and not necessarily on top of it. The call was a good one, and everyone cheered the gutsy little man as he limped off the track and the loudest cheers could be heard from the car racers who took the night off from their racing just to come and see someone else get it on.

Thursday's Handicap Consolation saw Jeff Sexton return to the Irwindale track for the first time since he broke his collarbone there about two months ago. Last year Jeff broke his back at the same track while trying to avoid a pileup, but he's back and looking good.

He had good race luck in the Handicap Consolation, and won it going away.

Costa Mesa, Aug. 31

The end of the last full week of racing was highlighted at Costa Mesa in three match races between the Bast Brothers and the team of Dan Becker and Rick Woods.

This was a winner-take-all money event. A running score was kept by giving 3 points to the winner, 2 to second, 1 to third and 0 to last. At the end of the three races the total was Woods and Becker 10, the Bast's 8.

The loss did not affect the brothers much when they came back in the Scratch Main. Mike jumped out in front, leading Woods with Steve looking for the opening. It came in the third lap and Steve was hot on Mike's tail as he has been so many times this season. At the finish line it was Mike for his fifth in a row and 13 Scratch Main wins at Costa Mesa. Steve was second, Woods third with Mike Curoso bringing up the rear.

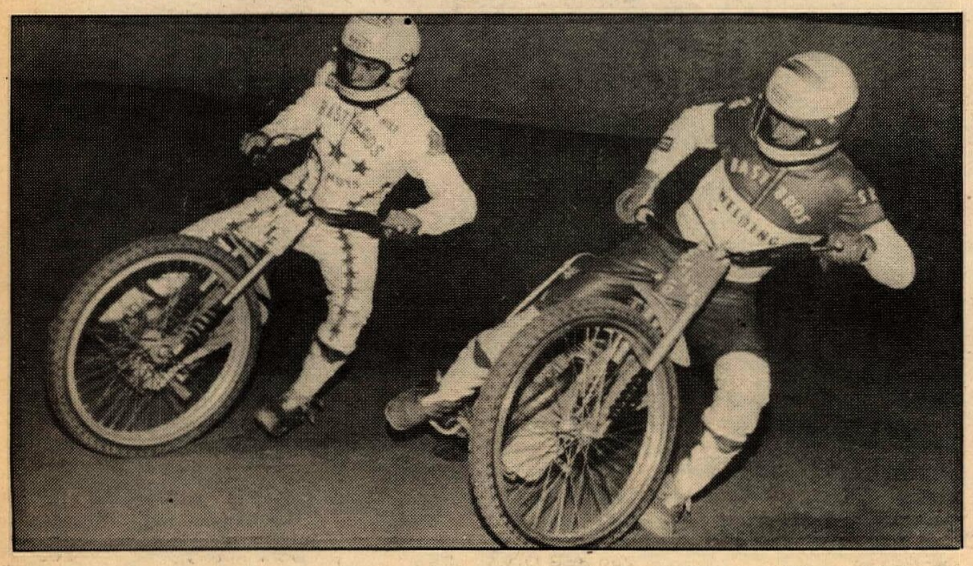
Keith Mashburn, now in his fourth week of speedway racing won his third Main event. Keith showed that years of riding in Class C competition can be put to good use on a speedway track.

On a track that was shaped like a tear drop with a point on one end, the Third Division had nothing but trouble trying to get through the sharp turn. In the Main even for the Third Division, there was only one rider who went the distance without getting off, Rick Ferron.

Handicap Main event honors went to Scott Sivage. Scott had lots of company on the ten yard line. Dave Galvin, Bill Meister and Robin Nicolaides up front. Scott took the lead in turn one and never gave it up, staying in front for the five laps, his first Handicap Main event win at Costa Mesa. ●

Dan Becker grabs too much at Ventura.

The Bast's Championship showdown. Steve backed off so he wouldn't put Mike into the wall. Mike won. That's real racing brotherhood.



RESULTS

FT & HM
Corona Raceway
Corona, Calif.
Aug. 22, 1973

FLAT TRACK	
MINI BEG	
Joe Breedlove	Yam
Ron Hattendorf	—
David Detemple	—
MINI INT	
David Jenkins	Hon
Steve Flatebo	Hon
Shane Racine	Hon
MINI ADV-OPEN	
Mark Scroggins	Hon
Pat Richmond	Hon
Jamie Oliver	Hod
100 NOV	
Pat Richmond	Hon
Don Willie	Kaw
100-125 AM-EX	
Tom Doty	Hon
Robert Murray	Kaw
Greg Scroggins	Kaw
125 NOV	
Dave Perkins	Yam
Ric Emmal	Hon
Frank Ridlon	Yam
250 NOV	
Craig Hudson	Bul
Bruce Talbot	Oss
Bruce Reynolds	Bul
250 AM	
Dan Smith	Yam
Steve Stiemsma	Yam
250 EX	
Dan McWhorter	Mon
Gary White	Bul
Dean Butterfield	Yam
OPEN NOV	
Ron Tripp	Yam
Fred Scurlock	Mai
Jeff Wiles	Yam
OPEN AM-EX	
John Allison	Kaw
Billy McElyea	Yam
Bob Byars	Yam
HALF MILE	
100 NOV	
Robin Richey	Kaw
Bob Milner	Kaw
Glenn Ross	Kaw
100 AM-EX	
Steve Lyons	Suz
Troy Fisher	Kaw
Robert Murray	Kaw
125 NOV	
Dave Perkins	Yam
Mike Bird	Yam
Mike Stewart	Yam
125 AM-EX	
Tom Doty	Hon
Eddie Beeson	Yam
Randy Bird	Kaw
250 NOV	
Bruce Talbot	Oss
Craig Hudson	Bul
Bruce Reynolds	Bul
250 AM	
Brian Garcia	Yam
Jim Schnell	Suz
Eddie Beeson	Yam
250 EX	
Jerry Greer	Yam
David Racine	Yam
Elbert Turner	Yam
OPEN NOV	
Jeff Wiles	Yam
Wayne Goodwin	Tri
Jerry Renner	Yam
OPEN AM-EX	
Bill Cain	Tri
Rob MacEwen	Yam
Steve Okuda	—
MONEY RACE	
Bill Cain	Tri
Rick Milner	Kaw
John Allison	Kaw

TT Scrambles
Corona Raceway
Corona, Calif.
June 21, 1973

MINI BEG	
John Shamburg	Hon
Randy Flores	Hon
Adam Oller	Hon
MINI INT	
Evan Evans	Hon
Kevin Allman	—
Vince Ragsdale	Hon
MINI ADV	
Jim Ball	Hon
Eddie Lawson	—
Pat Richmond	Hon
100 NOV	
David Oller	Ste
Jeff Wright	Hon
Robert Milner	Kaw
100-125 AM	
Mike Tidwell	Yam
Randy Bird	Kaw
Kip Johnston	Kaw
125 NOV	
Bob Frek	Yam
Gary Pisini	Yam
Dennis Dees	Suz
250 NOV	
John Newquist	Mon
Rick Gamble	Yam
Larry Hanson	Bul
250 AM-EX	
Charles Petty	Bul
Rob Dameron	Yam
Mike Kohl	Coo
OPEN NOV	
Brad Smith	CZ
Sandy Robertson	Gre
Jim Scott	Mai
OPEN AM	
Brian Tolson	Mai
Joe Flores	Bul
Jeff Cesmat	Yam
OPEN EX	
Rex Hailey	Yam
Rob MacEwen	Yam
Doug Westly	Kaw
SPECIAL NOV	
John Newquist	Mon
Rick Gamble	Yam
Jeff Miller	Bul
SPEC AM-EX	
Rex Hailey	Yam
Doug Westly	Kaw
Jim Wright	Hon

D-37 TT
Corona Raceway
Corona, Calif.
Aug. 19, 1973

100 NOV	
Kip Johnson	Kaw
Jeff Wright	Hon
Betty Welcher	Kaw
100 AM-EX	
Vince Mead	Kaw
John Erickson	Kaw
Tim McWhorter	Kaw
125 NOV-AM	
Dave Johnson	Yam
Mike Tidwell	Yam
William Hammond	Yam
125 EX	
Don Girgsby	Yam
Steve Fortune	Yam
Doug Nicol	Yam
175-250 NOV	
Rich Warren	Bul
Charles Petty	Bul
Dewey Seaver	Bul
250 AM	
Dean Butterfield	Yam
Jerry Mulkey	Yam
Doug Westly	Kaw
250 EX	
Chas. Soderstrom	Bul
Dan McWhorter	Mon
Scott Smith	Yam
350-500 NOV	
Brian Hobart	Yam
Dave Lujan	Kaw
Steve Gardner	Yam
500-OPEN AM	
Casey Callender	Yam
Rory Holladay	Mai
Ralph Porzelt	Nor
350-500 OPEN EX	
Mike Myers	Yam
Dennis Junker	Yam
Kirk Redding	Mai

CRC Motocross
Carlsbad Raceway
San Marcos, Calif.
Aug. 19, 1973
By The Shadow

POWDER PUFF	
Sherry McClune	CZ
Kerstin Howes	CZ
Cheryl Grigsby	Hon
80 MINIBIKE	
Kurt Sofka Jr.	Yam
Gregg Young	Hon
Ken DeBlasio	Yam
Raymond Gomez III	Ind
60 MINIBIKE	
Kurt DeBlasio	Yam
Tony Barbacovi	Yam
Mike Toycen	Yam
100 BEG	
Corki Moore	Yam
Dean Denison	Yam
Tom Maxwell	Yam
Chuck Fry	Yam
Jim Odle	Yam
Dean Pagel	Yam
John Moyer	Yam
125 BEG	
Mike Hill	Hon
Michael Apple	Hus
David Gauer	Suz
Dave Westover	Pen
Danny Torres	Hon
Carney Briggs	Ric
125 BEG UNDER 16	
Kurt Luedtke	Suz
Ted Brobeck	Pen
Mark Da Fansica	Pen
100 NOV	
Kevin Dick	Hon
Robert Russell	Yam
125 NOV	
Brian McNamara	Suz
Butch Baker	Yam
Brad Phoenix	Suz
125 NOV UNDER 16	
Mark Ruelas	Suz
Mike Foreman	Hus
Ralph Garcia	CZ
250 BEG	
Robert Cooper	Mai
Bob Kraus	AJS
Victor Zyss	Hus
Dale Luedtke	Yam
Danny Hoffer	Mon
Kevin M. Nelson	CZ
Edward Navarro	CZ
Bill Gammon	Hus
Jerry Pagel	Yam
250 BEG UNDER 16	
Kerry Schaffer	CZ
Marvin Hjalmarson	Yam
Ron Thompson	Hus
250 NOV	
Jack McCormick	Yam
Chris Jadwin	Mai
Mark Stines	Mai
Duane Crymes	Hon
Jim Ball	Hus
OPEN NOV	
Jerry Taylor	Suz
Scott Walker	CZ
Randy McKee	CZ
VET	
Robert W. Jones	Suz
Jerry Foreman	Suz
OPEN BEG	
Judson Oshier	Hus
Scott Duncan	CZ
Mark Dessert	Hus
David Dixon	Bul
125 INT	
Mike Bell	Hon
John Hart	Suz
250 INT	
John Curtis	Hus
Bobby Morse	Yam
Steve Cram	CZ
OPEN INT	
Ted Scruggs	Mai
Bob Hollister	CZ
Ress Bensen	CZ
EX	
Greg Lee	CZ
Bryan Porter	Hon

Scrambles
Vallejo Speedway
Vallejo, Calif.
Aug. 17, 1973
By James Brammer

50-60 MINICYCLES	
Mike Fruzen	Yam
Mike Lowater	Yam
Mark Day	Yam
70-80 MINCYCLES	
Bryan McDowell	Yam
Allen Davis	Yam
Rick Ferreria	Yam
MINICYCLES	
Mike Fruzen	Ind
Shawn Cady	Yam
OPEN MINICYCLES	
Greg Stoking	Ste
Ted Cabria	Suz
OPEN EX	
George Kalamaras	Tri
Mike Faria	Yam
Allen Yarrow	Yam
OPEN JR	
Alan Posey	Yam
John Thompson	BSA
Tim O'Hara	Bul
OPEN NOV	
Carl Lindlielf	Mai
Rusty Davis	Yam
Jim Keith	CZ
250 EX	
Mark Smith	Yam
Mike Rizzuto	Suz
Ron Alsock	Bul
250 JR	
Marlin Stewart	Bul
Rick Delacy	Yam
Ed Heeney	Bul
250 NOV	
Rick Garzoli	Suz
Jeff Younger	Bul
David Myers	Bul
200 JR	
Mike Riddell	Bul
John Kersha	Bul
Jim Neuenburg	Bul
200 NOV	
Tim Skov	Bul
Mal Maciel	Bul
Steve Hageman	Bul
125 EX	
Mark Smith	DKW
125 JR	
Marlin Stewart	Yam
Craig Van Dale	Suz
125 NOV	
Mike Richaud	Bul
Lonnie Kerley	Yam
Donald Bailey	Yam
100 NOV	
Lance Carter	Hon
Fred Bray	Yam

Speedway
Wine Cup Championship
Napa, Calif.
Aug. 25, 1973

	Pts
Rich MacMurray	15
John Cunningham	14
Ron McGill	13
Barclay Trehal	11
Paul Orlandi	9
Mike Rooney	8
Ron Smalley	7
Norm Denny	7
Alan Christian	6
Jay DeBeaubein	6
Larry Mulock	5
Jerry Baugh	5
Mark Eckles	5
Greg Rew	2

Elsinore Raceway
Elsinore, Calif.
Aug. 20, 1973
By "Type" Ed Claxton

MINI A	
Ron Remeyer	Hon
Keith Auzenne	Hon
Troy Ingola	Yam
Wally Soltz	Hon
MINI B	
Gary Sewell	Hon
Greg Faulkner	Suz
Sean Ryan	Hon
POWDER PUFF	
Tari Tanner	Yam
Vickie Conley	Kaw
Debi Jones	Kaw
100 NOV	
Walter Hambrick	Yam
Gary Kaitukoff	—
Danny Perkins	Yam
125 NOV	
Mike Bird	Yam
Fred Knapp	CZ
David Shafer	Yam
250 NOV	
Stan Larson	Yam
Bob Cole	Hon
Larry Hanson	—
500-OPEN NOV	
Jim Redding	CZ
Tom Nocerino	Tri
Don Meiner	Yam
SPEC NOV	
Don Meiner	Yam
Larry Hansen	Bul
Stan Larson	Yam
125 AM	
Ken Macbeth	Yam
Jeff Springman	Yam
Eddie Beeson	Yam
125 EX	
Doug Nicol	YZ
Randy Bird	Kaw
Rick Kyser	Suz
250 AM	
Lowell Nelson	—
Gregg Wilhite	Yam
John Olsen	Yam
250 EX	
Rod Sexton	Yam
Keith Moss	Yam
Scot Nicol	Bul
500/OPEN EX	
Dennis Junker	Yam
Tom Hugh	CZ
Dave Redding	CZ
SPEC EX	
Rod Sexton	Yam
Keith Moss	Yam
Bob Cole	Hon
SWEEPS	
Dennis Junker	Yam

Short Track
Sonoma-Marin Fairgrds.
Petaluma, Calif.
Aug. 24, 1973
By James Brammer

100 NOV	
Pete McLaughlin	Hod
Richard Biggs	Yam
Tim Buholtz	Yam
125 NOV	
David Matsuoka	Bul
Ken Gilghrist	Bul
Kevin Drayson	Bul
175 NOV	
Howard Moore	Bul
Robert Brattin	Yam
200 NOV	
Scott Correira	Bul
Daryl Thornhill	Bul
Mal Maciel	Bul
200 JR	
John Kersha	Bul
Jeff Cella	Suz
Morris McCaslin	Bul
250 NOV	
Mike Bogdanovich	Bul
Kirk Helliwell	Suz
Bill Norton	Yam
250 JR	
Bill Bisel	Suz
Mike Kasso	Bul
Guy Travis	Yam
250 EX	
Kelly McIsaac	Oss
Fenn Pervier	Bul
John Guglielmetti	Yam
360 NOV	
Robert Datto	H-D
Richard Biggs	Yam
Gary Merteens	Mon
360 JR	
Jim Neuenburg	Bul
Jim Walsh	Yam
Ken Peschel	Bul
360 EX	
Fenn Pervier	Bul
Allen Yarrow	Yam
Dennis Robinson	Yam

Magic Valley MX
No. of Paul, Idaho

NOV 100	
Kevin Tabais	
Tom Fitzgerald	
Rock Temple	
NOV 125	
Wade Fessenden	
Curtis Holmes	
Dennis Lee	
NOV 250	
Rusty Uscola	
Wade Fessenden	
Les Csorba	
NOV OPEN	
Robert Dudley	
Terry Rich	
EX 125	
Randy Lee	
Barney Newcome	
Kyle Uscola	
EX 250	
Rick Holmes	
Gerry Davis	
Barney Newcome	
EX OPEN	
Greg Martin	
Gary Hasekll	
Ron Lee	

Motocross
Rawhide Park
Elsinore, Calif.
Aug. 26, 1973

OPEN BEG	
Skip Salvive	Suz
OPEN NOV	
Brian Church	Suz
250 NOV	
Mike Quisenberry	CZ
Bill Dennis	Bul
Gary Little	CZ
250 INT	
Greg Sokol	Bul
250 SR	
Mike Sixberry	CZ
250 BEG	
Craig Nash	Mon
Randy Ayars	Hon
Greg Stone	Yam
Martin Baker	Hon
125 INT	
Dana Nelson	Ped
Robert Baker	Yam
125 NOV	
Terry Smith	Suz
Ted Overholt	Hon
125 BEG	
Chris Mullen	Suz
Marc Whiting	Ric
Tim Jennings	Yam
Mike Lee	Hon
Harvey Murguia	Hus
Dion Humphreys	Hon
100 BEG	
Rick Thomas	Yam
Robert Russell	Yam
Andy Krause	Yam
100 NOV	
Steve Nestle	Hod
MINI	
Bobby Stephenson	Hon
David Chavez	Hon
POWDER PUFF	
Cindi Watson	Hon
VETS	
Shay Hufiman	CZ
OLD TIMERS	
MASTERS	
J.L. Siebrandt	Gre
EX	
Manny Dauber	CZ
AM	
Don Rake	Hus
Joe Pearson	Hus
James W. Townsen	Mai
NOV	
Vern Standiford	Mai
Wn. Dean	—

R.A.C.E. MX
Corona Rcwy.
Corona, Calif.
Aug. 23, 1973
by Dale Teubner

MINI	
Shane Hawley	Hon
Chris Darling	Hon
Jack Browning	Hon
MINI BEG	
John Shamburg	Hon
Brian Fountain	Yam
Todd Shamburg	Hon
SUPER MINI	
Ron Utaski	Hon
Ken Morgan	Hon
Nick Haggard	Ind
100 BEG	
John Clark	Kaw
Larry Soria	Hon
Norman Lanier	Yam
Herb Fitzpatrick	—
125 JR	
Mark Marinez	Hon
Jeff Crump	Hon
Jay Roberts	Hon
Gary Peterson	Yam
100 JR	
Tom Burneister	—
Cy Franke	Hod
David Oller	Ste
125 BEG DIV I	
Chris Yoder	Hon
Ruben Durazo	Suz
Rob Hudson	Hod
125 BEG DIV II	
Randy Lowell	Suz
Jon Smith	Hon
Jim Grady	Hon
125 BEG DIV III	
Robert Marino	Hod
Mike McMichael	Suz
Rob White	Suz
250 BEG DIV I	
David Christensen	—
Rick Peltzer	Bul
John Field	Hus
Daivd Ige	Mai
250 BEG DIV II	
Rick Morrow	Yam
Danny Finell	CZ
Steve Smith	Yam
Frank Ferreira	Yam
250 JR DIV I	
Sam Knapp	Yam
Dan Roach	CZ
Ronald Marx	Yam
250 JR DIV II	
Tim Wyant	CZ
Jay Roberts	Hon
Tony Kirkpatrick	Yam
500 BEG	
Jim Sturgis	Hus
Keith McIntyre	Yam
Breker Dinkerson	Hon
500 INT	
Ron Dugan	Hus
Larry Lutz	Yam
Lance Gunn	Suz
500 JR	
David Peterson	CZ
Fred Nelson	Mai
Mark Rosendahl	Mai

Motocross
Moreno Valley M.C.
De Anza Cycle Park
Sunnymead, Calif.
Aug. 25, 1973

MINI BEG	
David Beem	Hon
Robert Bridges	Hon
MINI JR	
Jerry Jones	Hon
100 BEG	
John Green	Yam
Lloyd D. Lawrence	Kaw
Jeff Middleton	Hon
Kyle McGee	Kaw
Mark Page	Hod
100 JR	
George Forte	Yam
125 P.P.	
Kathy Brockman	Suz
Marily McGowen	Suz
Gayle Duhe	Yam
125 JR P.P.	
Nancy Harris	Hon
125 BEG	
Fred Knapp	CZ
Tom Burt	Suz
John Josepho	Hon
Danny Torres	Hon
125 JR	
Doug McGowen	Suz
Doug Couzens	Hon
175 BEG	
Jim McGowen	Suz
Charles Beem	Hon
175 JR	
Del Brummett	Pen
John Ward	Suz
250 BEG	
Joe Collins	Suz
Scott Vaugh	Suz
Larry Vermillion	Oss
250 JR	
Chuck Hunt	Mai
Jimi Davis	CZ
250 SR	
Don Bazemore	Hon
OPEN BEG	
Dave Walton	Yam
OPEN JR	
Thad Tollstrup	CZ
OPEN SR	
Tyler Tollstrup	—

TT Scrambles
Perris Rcwy.
Perris, Calif.
Aug. 25, 1973
by Carolyn Graves

MINI	
Eddie Lawson	Ind
Jimmy Sarver	Yam
Mitch Fisher	Hon
100 NOV	
Jim McCormick	Kaw
Joe Spisak	Kaw
Martin Britton	Kaw
100 NOV	
Roger Dehne	Kaw
Tim Bingham	Yam
Dorothy Rowe	Yam
100 NOV	
Ron Byars	Kaw
Bill Stafford	Kaw
Jim Burge	Kaw
125 NOV	
Stacey Berry	Yam
Dana Nelson	Suz
Jerry Sarver	Yam
125 NOV	
Robert Goodwin	—
Joe Niehus	Yam
Keith Reppond	Yam
125-200 AM/EX & 175-200 NOV	
Donald Keeling	Yam
Brian Searey	Bul
David Hampton	Mai
250 NOV	
Gary Howard	Yam
Jeff Miller	Bul
Paul Schaffer	Yam
250 NOV	
Dan Montgomery	Oss
Rick Pew	Yam
Jess King	Yam
250 NOV	
Ed Hileman	Hon
Larry Whittacker	Bul
Perry Black	Bul
250 NOV	
Ed Wine	Bul
Wayne Lunbattis	Cop
Scott Anderson	Yam
250 AM/EX	
Ken Miller	Yam
Mark Prescott	Yam
Bryan Rains	Bul
500 NOV	
Walter Hall	Mai
Ken Fuller	Bul
Thomas Howe	H-D
500 NOV	
Bill Barning	Mai
Joe Whitlow	Yam
Cliff Gehard	Suz
500 NOV	
Jim Carley	Yam
Norman Blake	Yam
Steve Brewer	Suz
650 NOV	
Richard Matthews	Tri
Harold Hanvey	Tri
Jesse Edwards	Tri
AM MOTO	
John Lowe	Bul
Jim Wood	Bul
Dennis Stubblefield	Yam
EX MOTO	
Don Frauenberger	Yam
Rex Hailey	Yam
John Sperry	Suz

R.A.C.E. MX
Corona Rcwy.
Corona, Calif.
Aug. 24, 1973
by Dale Teubner

MINICYCLES
Ernie Townsend Hon
Larry DeSoto Hon
George Renshaw Hon
SUPER MINI
Ken Morgan Hon
Shane Hawley Hon
Jim Ball Hon
100 JR
Steve Alley Wom
Gene Woods Hod
John Hoffard Yam
125 JR DIV I
Steve Bauer Hon
Bret Lockhart Yam
Mark Cook Pen
125 JR DIV II
Mark VanCamp Suz
Skip Smith Hon
Jeff Specht Hon
250 JR DIV I
Jeff Newman Bul
John Hoffard Yam
David Wilson Pen
250 JR DIV II
Greg Byers Kaw
Bob Decker Yam
Greg Doolin Bul
500 JR
Don Pettingill Yam
James Kramer Mai
Lynn Taylor CZ
125 INT
Tom Gildea Hon
Jay Roberts Hon
Mike Morgan Suz
125 SR
Ray Lopez Bul
Bill Henderson Pen
Ricky Sanders Suz
250 INT
Mike Winters Mai
Greg Sokol Bul
Pat Killilea CZ
250 SR
"Rocket Rex" Mai
Ray Lopez Bul
Dave Carlson Yam
500 INT
Mark Peters Mai
Rick Rolko CZ

Sportsman
Half-Mile
Calistoga, Calif.
Aug. 26, 1973
by James Brammer

100 NOV
Steve Carrillo Yam
Bryan Caves Yam
Mike Burch Suz
125 NOV
Gary Caves Suz
Brian Johnson Hon
Marty Rushing Suz
125 JR
Bob Miner Bul
Jeff Cella Suz
200 NOV
Scott Nael Bul
Mike Hagerty Bul
Rick Shafer Bul
200 JR
Fred Poli Bul
John Kersha Bul
Rick Silva Bul
250 NOV
Geoff Lowe Suz
Sal Hoffman Yam
Russ Miller Mon
250 JR
Steve Lammers Bul
Marlin Stewart Bul
Bill Montagne Yam
250 EX
Larry Drew Yam
Rick Delacy Bul
Manuel Crummett Bul
360 NOV
Norm Bentley Hon
Chuck Furnari Kaw
Eddie Diaz Yam
360 JR
Marty Lewis Yam
Danny Mills Yam
Billy Strange Suz
360 EX
Dennis Robinson Yam
Bill Calicura Bul
Nick Nazzisis Yam

Motocross
Escape Country
Trabuco Cnyn., Calif.
Aug. 26, 1973

SUPER MINIS 1st DAY
Dwayne Franks —
SUPER MINI BEG
Kenny Allen Hon
SUPER MINI INT
Mark Marriott Hon
SUPER MINI NOV
Kevin Harlow Hon
MINI BEG
Tony Nieto Yam
MINI INT
Alan Sexton Ind
100 1st DAY
Bill Franks —
Lance Mason Hod
Jeff Woods Yam
100 BEG
Glenn Stokoe Yam
Anna Bella Wood Hod
100 NOV
Joe Aragon Yam
Dean Carlson Yam
Gregg Toyama Bad
Kirk Ikeda Yam
100 INT
Dennis Sexton Hod
125 INT
David Taylor CZ
Richard Hachey Suz
Tracy Freeland Hon
125 EX
George Collins Pen
Morgan Malocco Yam
125 1st DAY
Dave Marrujo Hon
Howard Reed Yam
John Schmuck Hon
Jeff Leads Yam
Ralph Deluca Hon
Don Fenaroli Yam
125 BEG
Mike Lyons Yam
Mark Salter Yam
Brian Webb Suz
Dirk Bailey Suz
125 NOV
Norman Ludwig Hon
Phil Bailey —
Mark Marinez Hon
Scott Walker —
Kirk Attebery DKW
Tom Hutchinson Yam
Don Aragon Suz
Mike Brown Yam
175 BEG
John Davison —
175 NOV
Brian Kenner Yam
175 INT
Mark Ritchie Pen
250 1st DAY
Jim Overholtzer Bul
Alfred Guzman Suz
Don Kruger Mai
Don Mascarena Suz
Randy Chamberlin Suz
Mike Klinger Hus
250 BEG
Dan Davis Hon
Pat Hampton Bul
Glenn White Hon
David Weigert Oss
250 NOV
Gordon Smith Suz
Jim McCarthey CZ
Frank Steward Hon
Dan Schleicher CZ
250 INT
Richard Sciuto CZ
Pat Killilea CZ
250 EX
Ray Lopez Bul
Val Tamietti Hon
Jeff Jennings Hon
John Petty Mai
OPEN 1st DAY
Steve Turner Yam
OPEN BEG
Bill Wilson Hus
OPEN NOV
James Bernth Mai
OPEN INT
Brad Smith CZ
OPEN EX
Mark Anderson CZ
POWDER PUFF
Squeeky Haynes Hon

Cal Am MX
Helvetia Park
Sacramento, Calif.
Aug. 26, 1973

100 NOV
Rick Kettwig Hon
Dave Smith Hon
Charles Sexton Yam
125 NOV
Bryan Whippie Hon
Greg Chapman Bul
Ed Tutten Suz
125 NOV
John Minor Hon
Jim Stetler Hon
Jim Sylva Hon
125 NOV III
Ken Haleen Hon
Gary McKay Suz
Mike Mitchell Pen
125 AM
Kent Classen Suz
Craig Schulz Hon
Scott Rogers DKW
125 EX
Danny Turner Pen
Kevin Henry Pen
Eddie Brown Hon
250 NOV
David Baker Hon
Kenneth Neese Hon
Cliff Millar Yam
250 NOV II
Dave Carlsen CZ
Alex Krivorychko CZ
David Medich Suz
250 NOV III
Jon Morgen Pen
Ralph Hallenborg CZ
Craig Cain Hus
250 AM
Biran Manley Hon
Mike Preston Hon
Kurt Killian Yam
250 EX
Danny Turner Pen
Floyd Davis Hus
Danny Leet CZ
OPEN NOV
John Gori Mai
Thomas Pearson Hus
Doug McCaleb Mai
OPEN AM
Ted Rogers Hus
Jess Hinrichs CZ
OPEN EX
Pat Richter CZ
Jon Boyette Suz
Allen Yarrow Yam

Short Track
Chris Beck Arena
North Bay M.C.
Santa Rosa, Calif.
Aug. 25, 1973
by James Brammer

100 NOV
Jace Carter Hon
125 NOV
Warren Smith DKW
Brian Pecore Suz
KenGilghrist Bul
175 NOV
Scott Saturday Oss
Howard Moore Bul
200 NOV
Scott Correira Bul
Rod Baggett Bul
200 JR
Morris McCaslin Bul
Mike Miller Bul
250 NOV
Geoff Lowe Suz
Larry Ostarello Bul
Silvio Pasiquinio Suz
250 JR
John Neuenburg Bul
Larry Neirison Bul
Johnny Deatherage Yam
Kelly McIsaac Oss

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RESULTS

John Munson Yam
Ed Hausmann Bul
360 EX
Dennis Robinson Yam
Jeff Davidson Bul
Fenn Pervier Bul
FATHER-SON TEAM
Larry & Ben Ostarello Bul

P.A.L. MX
Santa Clara, Calif.
Aug. 19, 1973
by Steve Castillo

100 JR
Frank Adolph
Joe Paden
Mike Bonner
125 JR DIV I
Brett Sargeant
Ray Arndnt
Scott Schultz
125 JR DIV II
Gary Gebbert
Phil Speer
Mc Allen
125 JR DIV III
Rich Dorbawoski
Dan Morrison
John McCauley
125 INT
Steve Hickle
Stu Bussert
250 JR DIV I
Phil Kemper
Mike Dittrich
Scott Hickson
250 INT
Jerry Castillo
Pat Doran
250 SR
Ron Self
Mike Urban
Duane Doran
OPEN JR
Dennis Goramn
Phil Pachol
Jerry Rector
OPEN INT
John Harold
Greg Doran
OPEN SR
Jeff Mullins

PMA
Baymare Rcwy.
Somis, Calif.
Aug. 26, 1973
by Moto Mouth

MINI 0-61cc
Brian Tubbert Yam
MINI 61-80cc
Kein Vieira Hon
Kent Myers Hon
John Boykin Hon
POWDER PUFF
Juana Madrid Suz
Lynn Brown Suz
Jeannie Young CZ
100 BEG
Jim Dodge Hon
John Williams Yam
Jim Myers Yam
Ron Randloph Yam
100 NOV
Mark White Yam
Joe Howton Pen
Richard Hurtado Hod
125 BEG
Doug Terzain Pen
Randy Tittlemier DKW
Greg Worthen Bul
Mark Dale Suz
Mike Cook Hon
125 NOV
Jeff Black Suz
Jim Tassano Hon
Casey Bray Mon
Pat Nixon Hon
250 BEG
Bill Bledsoe Hon
Jim Davis Yam
Jeff Hahn Hon
Foster Chase Suz
OPEN BEG
Jim Martin Suz
OPEN NOV
Steve Smith Suz
Clint Smith Mai
Art Sandifer Yam
250 INT
Larry Hoffman Bul
Garen Phillips CZ
125 EX
Rocky Morrison Suz
John Rice Mon
Steve Rawson Suz
250 EX
Tracy Oswell Hon
John Volkman Yam
OPEN EX
Dale Tittlemier CZ
Skip Kreps Bul
Russ Darnell Hus
VETS
Bill Findley Yam
Don Withers Mai
WHEELIE CONTEST
Bob Archer Hon
Mike Keena CZ

Motocross
Escape Country
Trabuco Cnyn., Calif.
Aug. 25, 1973

MINI 1st DAY
James McMinn Yam
SUPER MINI 1st DAY
Mike Tinchen Hon
SUPER MINI NOV
Tracy Williams Hon
SUPER MINI INT
Mark Marriott Hon
100 1st DAY
Glenn Stokoe Yam
100 BEG
Matt Robinson Hod
Randy Miller Hod
100 NOV
Dean Carlson Yam
Mike Mosby Yam
100 INT
Gary Tamietti Pen
125 1st DAY
Barry Armgard Hon
Brad Clausen Suz
250 1st DAY
Brad Bielec CZ
John Mestos Hon
Alan Ringer Yam
250 BEG
Harry Williams Yam
Craig Nagasugi Hon
Steve Hunt Hon
250 NOV
Jim Watkins Yam
John Patton Hon
Randy Wilson CZ
OPEN 1st DAY
Russell Homes Hus
OPEN BEG
Don Stangler Hus
OPEN NOV
Fred Nelson Mai
Mike Peters —
OPEN INT
Andy Bolander Suz
125 BEG
Dan Garcia Ric
Terry Austin Hus
Chris Daniels Suz
125 INT
Bob Martin Pen
125 EX
David Turk Pen
125 NOV
John Jugenheimer CZ
Russ Barnett Hon
175 BEG
Charles Dupont Suz
175 NOV
Jim Curland Bul
175 INT
Gary Tamietti Pen
POWDER PUFF
Karen Reich Yam

AMC Motocross
Carlsbad Rcwy.
Carlsbad, Calif.
Aug. 18, 1973

100 BEG
David Gilbert Yam
Randy Neely Yam
David Hart Suz
100 NOV
Dennis Boatright Suz
100 JR
Kirk Chandler Suz
100 INT
Mike Lasker Pen
125 BEG
Dave Gerig Suz
Greg Steele Suz
Mark Hreytek Suz
125 INT
Bill Glore Hon
Fredo Rodil Suz
Mike Lahoe Bul
250 BEG
George Yates Hus
Jack Hammons Yam
Robbie Stores Hon
250 NOV
Craig Walls Hon
250 INT
Kirk Willis Mon
Ceasar Rodil Yam
Karl Pfennig Hon
250 EX
Bill Shonnard Hon
James Hamilton Mai
OPEN BEG
Mark Johnson CZ
King Thompson Yam
Brian Blain Suz
OPEN NOV
Jeff Wenzel CZ
OPEN JR
Rick Rokel CZ
Earl Reinoehl Mai
OPEN INT
Charlie Shunk Hus
John Healey CZ
OPEN EX
Bill Booths Kaw
Gary Stokes Mai
Tom Tarrah Hus

CRC Motocross
Indian Dunes Park
Valencia, Calif.
Aug. 21, 1973
by The Shadow

MINI
Jim Holley Yam
Russ Eide Ste
Kurt Sofka, Jr. Yam
100 BEG
Mike Lyons Yam
Joe Aragon Yam
Don Aragon Yam
100 NOV
Mike Carter Pen
Jeff Drummen Hod
Mike Johnston Yam
125 BEG DIV I
Tom Peterson Suz
Mike Shuman Bul
Conrad Brooks Suz
Tom Brown Pen
125 BEG DIV II
Manuel Ballestero Hon
Robert Allen Hon
Bob Warren Yam
Greg Melanson Suz
125 NOV
George Shaffer DKW
Scott Brown Car
Tom Morris Pen
250 BEG DIV I
Jeff Bouchillon CZ
Bill Molle Hon
Gary Stallings Hon
250 BEG DIV II
Len Bell Hon
Mick Taylor Mai
Clark Darley CZ
250 NOV
Lonnie Orr Hon
Mike Hogan Mai
Pat Christian AJS
125 VETS
Pete Bazooka Car
Rick Valaser Bom
250/Open VETS
Brian Fabre Mai
Dave Hetzler Bul
Dick Miller Yam
OPEN BEG
Walt Bird Yam
Robert Bell Yam
Glen Gero Yam
OPEN NOV
Lou Peralta Hus
Jerry Bower Bul
Bill Andrews Hus
125 INT/EX
Brad Williams Hon
Jim Dawson Yam
Victor Triepke DKW
250 INT
Matt Bilton Mai
Jeff Blix Yam
Steve Miller Hon
OPEN INT
Bob Schwartz Rev
Lloyd Jones Mai
Tim Imhoff Yam

AMA Fabulous
Fun MX
Carlsbad Rcwy.
Carlsbad, Calif.
Aug. 25, 1973

MINI BEG
Jon Campbell Hon
MINI NOV
Chriss Fromme Hon
100 BEG
Randy Neely Yam
David Hoyt Suz
William Purdy Yam
100 NOV
Dennis Boatright Suz
125 BEG
Rog Guinto Hon
John Ghambers Suz
Gary Small Pen
1250 NOV
Dave Gerig Suz
125 EX
Gary Faxton Suz
Bryan Porter Hon
250 BEG
Jerry Pagels Yam
John Owen Mai
Don Trefren Hon
250 NOV
Greg White Bul
250 INT
Kelles Cottrell CZ
250 EX
Marty Moats Hon
Bill Shonnard Hon
James Hamilton Mai
OPEN BEG
Dennis Heaton Mai
Robert Swarthout Mai
OPEN NOV
Bill Rett Mai
Don Cale Suz
OPEN INT
Tom Cale CZ
OPEN EX
Gary Stokes Mai

AME Night MX
Indian Dunes
Valencia, Calif.
Aug. 31, 1973
by Karl Drews

MINI
Mike Lewis Hon
Lance Sloan Hon
Mike Tackson Hon
POWDER PUFF
Dolly Hays Pen
100 BEG
Steve White Hod
Gary Crain Hod
Jerry Shore Yam
100 JR
Tracy Hrach Yam
Jeff Moll —
Ed Cram —
125 BEG
Bob Hammerich Yam
Steve Clark Pen
125 JR
Jim Tassano Hon
Greg Oesh Suz
Randy Gavin —
125 SR
Ken Zahrt Bul
Danny LaPorte Pen
Tom Brooks DKW
250 BEG
Chris Pecka Bul
Steven Szarko CZ
Ronnie Cardoza Hon
250 JR
Lonnie Ore Hon
Mike Hogan Mai
Rod Cowell Hon
250 INT
Jim Baves CZ
Garen Phillips CZ
Jerry Ruth Mai
250 SR
Bill Payne Mai
Ken Zahrt Bul
Tracy Oswell Hon
500 BEG
Jack Hundall BSA
Bob Bell Yam
Graig Robertson Mai
500 JR
John Lewis Mai
Steve Smith Suz
Gary Moore Mai
500 SR
Bob Schwartz —
Mike Todd Mai
Joe Root Bul

FT & Half-Mile
Corona Rcwy.
Corona, Calif.
Aug. 29, 1973

FLAT TRACK
MINI BEG
Bob Hart —
Randy Bennett —
David Detemple Hon
MINI INT/AD/OPEN
Pat Richmond Hon
Mark Scroggins Hon
Jeff Wright Hon
100 NOV
Pat Richmond Hon
Tim Dowd Kaw
Charles Hart Kaw
100-125 AM/EX
Greg Scroggins Kaw
Tom Doty Hon
Travis Petton Kaw
125 NOV
Tom Roseth Yam
Don Flowers Yam
Frank Ridlon —
250 NOV
John Rogers Oss
Craig Hudson Bul
Mark Prescott Bul
250 AM/EX
Dean Butterfield Yam
Tim McWhorter Oss
Travis Petton Yam
OPEN NOV/AM
Jeff Wiles Yam
Ronn Roderick Yam
R.G. Stone Mai
OPEN EX
Randy Roderick Yam
Rex Hailey Yam
Bob Sanders Kaw
HALF-MILE
100 NOV
Tim Dowd Kaw
Dale Reed Kaw
Randy Ferguson Kaw
100-125 AM/EX
Vince Mead Kaw
Troy Fisher Kaw
Tom Doty Hon
125 NOV
Bob Freck Yam
Mike Bird Yam
Floyd Petton Yam
250 NOV
Mark Prescott Yam
John Rogers Oss
Craig Hudson Bul
250 AM
Jim Schnell Suz
Rex McLeod Yam
Dewey Seaver Bul
250 EX
Don Frayenberger Yam
Dean Butterfield Yam
Terry Griner Yam
OPEN NOV
Ronny Roderick —
Scott Bodkin BSA
Wayne Goodwin Tri
OPEN EX
Rex Hailey Yam
Jeff Cesmat —
Dennis Junker Yam
MONEY RACE
Bill Cain Tri
Don Frauenberger Yam
Jeff Cesmat —

Short Track
El Toro Speedway
El Toro, Calif.
Aug. 25, 1973
By Don Hammond

SMALL BORE
Bobby Reyes Hon
Bobby McGergor Hon
Leon Ebarqaray Hon
125 JR
Mark Roos Kaw
Rick Bast Car
Bob Holcomb Kaw
John Gimenez Car
125 EX
Tom Doty Hon
250 JR
Bob Martin Bul
Jim Marvin Hon
Fred Sidner Bul
250 EX
Doug Perrault Bul
Vince Mead Mon
Rick Anderson Bul
Tom Everhart Bul
500 JR
Scott Bodkin BSA
Larry Blackshear Yam
Jim Marvin Tri
Lou Gimenez Tri
500 EX
Ron Gamble Suz

Speedway
Ventura, Calif.
Aug. 28, 1973
by Dennis Greene

SCRATCH MAIN
Steve Bast
Mike Bast
Mike Curoso
Steve Gresham
HANDICAP MAIN
Mike Bast
Mike Curoso
Larry Moon
Scott Sivage
Bill Meister
Robin Nicolaides
SCRATCH CONS.
Bill Cody
Dan Becker
Ed Williams
Larry Moon
HANDICAP CONS.
Dan Becker
Jeff Sexton
Bill Gray
Mark Cherf
Dave Galvin
Greg Comstock
DIV II
Bruce Penhall

Speedway
Irwindale, Calif.
Aug. 30, 1973
by Dennis Greene

SCRATCH MAIN
Dan Becker
Rick Woods
Mike Bast
Sonny Nutter
HANDICAP MAIN
Mark Cherf
Bill Meister
Mike Curoso
Mike Bast
Rick Woods
Dubb Ferrell
SCRATCH CONS.
Dubb Ferrell
Jeff Sexton
Jim Gresham
Bill Gray
HANDICAP CONS.
Jeff Sexton
Mark Cherry
Sumner McKnight
John Fishburn
Bill Gray
Dan Becker
DIV II
Hal Lawrey

Speedway
Costa Mesa, Calif.
Aug. 31, 1973
by Dennis Greene

SCRATCH MAIN
Mike Bast
Steve Bast
Rick Woods
Mike Curoso
HANDICAP MAIN
Scott Sivage
Dave Galvin
Bill Meister
Robin Nicolaides
Steve Bast
Dubb Ferrell
SCRATCH CONS.
Dan Becker
Mike Konle
Mark Cherry
Dave Galvin
HANDICAP CONS.
Les Chankey
Mike Bast
Greg Haserot
Mike Konle
Dan Becker
Mike Curoso
DIV II
Keith Mashburn
FEATURE
MATCH RACE
Rick Woods/Dan Becker over
Mike Bast/Steve Bast

National Motocross
Talladega, Ala.
Sept. 1, 1973

250 CLASS
Gary Jones Hon
Rich Thorwaldson Suz
Tim Hart Yam
Terry Clark Hus
Richard Eierstedt Hon
Karl Siegel Nog
Gary Chaplin Hon
Gary Ingham Bul
Richard Jordan CZ
Gary Bailey Bul
Shan Moore Yam
Scott Jordan Bul
John Borders Bul
Ken McDonald Hon
John Franklin Mai
Frank Johnson Yam
Bob Latter Yam
Mark Harmon Hon
Russell McFarland Hon
Greg Thornston Bul
OPEN CLASS
Pierre Karsmakers Yam
Wyman Priddy Kaw
Mickey Boone Suz
Peter Lamppu Kaw
Rickie Brown Kaw
Tony Wynn Mai
Gary Semics Hus
Jim Cooke Kaw
David Doerschuk Kaw
Brad Lackey Kaw
Steve Stackabel Amp
Robert Tuggle Hus
R.G. Martindale II Mai
Carside McGough Mai
Mike Runyard Suz
Calvin Hamees CZ
William Dexter Mai
Joe Bruer Kaw
John Carey Hus
Terry Mealer Hus

TT Scrambles
Corona Rcwy.
Corona, Calif.
Aug. 28, 1973

MINI BEG
Randy Flores Hod
John Shamburg Hon
Tom Shamburg Hon
MINI INT
Evan Evans Hon
Dana Warne Hon
Steve Wiseman Yam
MINI ADV/OPEN
Eddie Lawson Ind
Pat Richmond Kaw
Melanie Evans Hon
100 NOV
Ron Byars Kaw
Bob Milner Kaw
Steve Powell Kaw
100-125 AM/EX
Jim Beck Kaw
Kip Johnston Kaw
Steve Baldwin —
125 NOV
Tom Roseth Yam
Mike Bird Yam
Mark Baldwin Yam
250 NOV
Rick Gamble Yam
Lowell Nelson —
Don Meiner Yam
Jim Davisson Bul
OPEN NOV
Derek Katanic —
R. G. Stone —
Hondo Long —
OPEN AM/EX
Jay Flores Bul
Rick Milner Kaw
Brian Tolson Mai
SPEC NOV/EX
Jim Wright Hon
Don Meiner Yam
Paul Williams Oss

Triple M Spdwy
Marysville, Calif.
Aug. 26, 1973
By Harry Pelliccione

100 NOV
Tom Green Yam
Edward Ridenour Hon
Mark Bender Bul
125 NOV
Cary Wilson Pen
Steve Wilson Pen
Rick Golde Pen
125 AM/EX
Jerry Willis (Ex) Pen
Terry Atkinson Yam
Renny Bruns Suz
200 NOV
Preston Persky Bul
Johnny Cox Yam
Norman Wohlers Bul
250 NOV
Tony Evans Hon
Bill Rackley Hon
Bryan Stafford Yam
250 AM
Renny Bruns Suz
Don Stommel Suz
Jim Palmer Bul
250 EX
John Green Hon
Mike Ellis Yam
Ted Gansberger Hon
OPEN NOV/AM
Gary Cooper Kaw
Bill Rackley Kaw
Henry Custer Yam
OPEN EX
John Green Tri
Jerry Willis Mon
Jerry Willis Mon
MINI BIKES
13 In. Wheel
Jon Haan Chi
Dane Cummings Hon
Terry Dickerson Hon
50-60 NOV
Jerry Brown Yam
Ricky Gardner Yam
Monte Goodman Yam
50-60 AM/EX
Jim Lesniewski(Ex) Yam
Mark Sturgeon Yam
Jon Haan Tor
70-80 NOV
Troy Cummings Hon
Jay Valade Hon
Lee Girovy Yam
70-80 AM
Jim Graham Ind
Marvin Honeycutt Hon
Mark Sturgeon Ind
70-80 AM/EX
Marvin Honeycutt Hon
Mark Sturgeon Ind
Fred Merkel Hon
100 OPEN NOV
Mark Dewsnup Yam
Grad Burns Suz
Jim Carpenter Hod

Motocross
Simi Valley Jaycees
Moorpark, Calif.
Sept. 2, 1973
By Karl Drews

100 JR
Mark White Yam
?
Tom Samuelson Hon
125 JR
Greg Oesch Suz
Tony Potto Ric
Ken Post Suz
POWDER PUFF
Jeanie Young CZ
Cheryl Acres DKW
Kim Herbert Ric
MINI
John Forsythe Hon
Jim Cote Hon
Kent Berstein Suz
250 JR
Steve Pinneri Yam
Joe Suebert CZ
Gene Maple Hon
250 SR
Mike Puklus CZ
Rick Leonard CZ
Ken Greene CZ
OPEN JR
Ken Parry CZ
Danny Martira CZ
George Hillier Mai
OPEN SR
Don Hicks Mai

TT
El Toro Spdwy.
El Toro, Calif.
Aug. 25, 1973
by Don Hammond

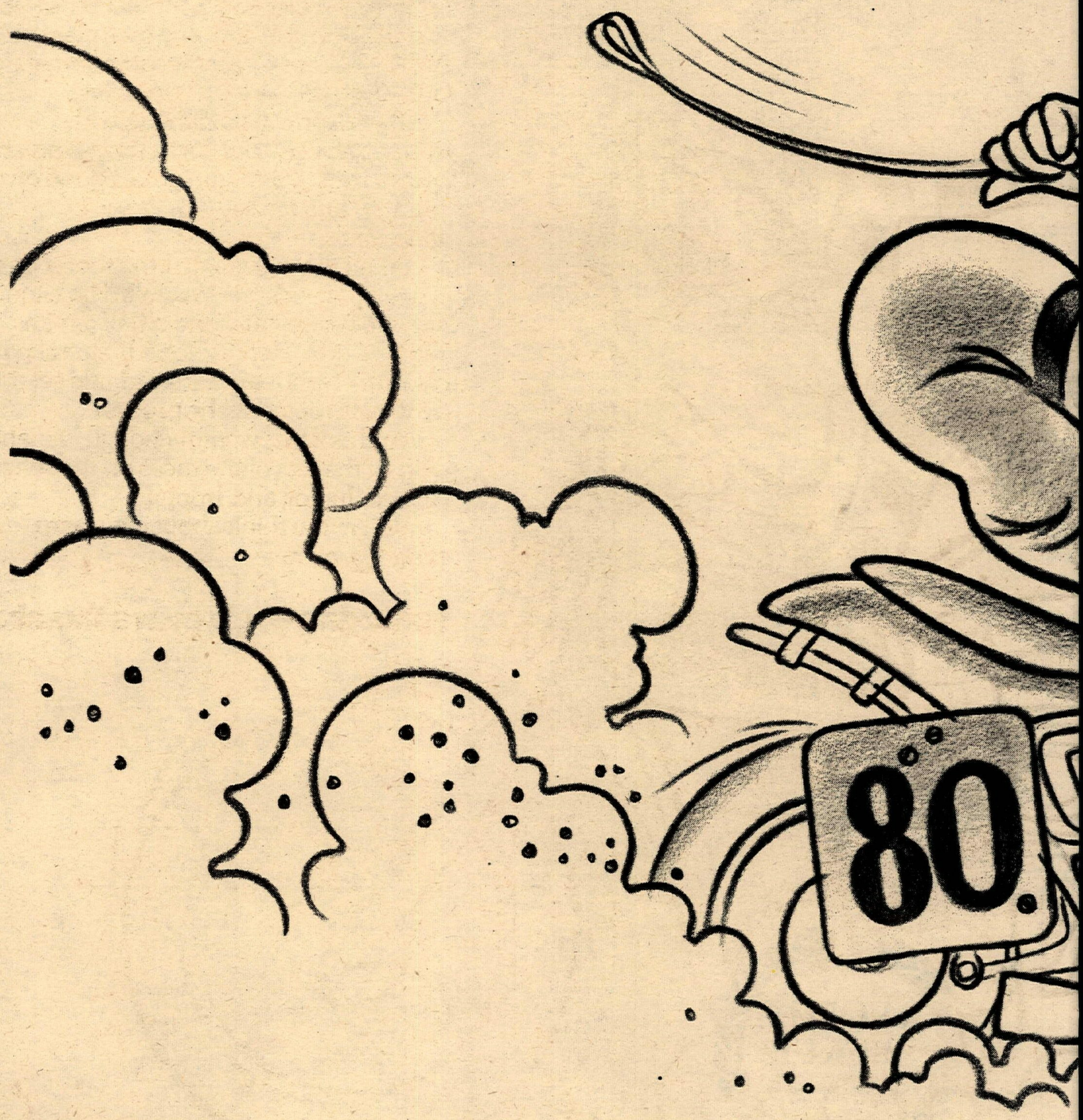
SMALL BORE
Bobby Reyes Hon
Bob McGregor Hon
Leon Ebarqaray Hon
125 EX
Tom Doty Hon
250 JR
Ron Baudoin Hon
250 EX
Hal Davis CZ
Rick Andersen Bul
500 JR
Lou Gimenez Tri
Jim Marvin Tri

TROPHY PICKUP

Each listing $1.00 per week
Send to Cycle News
Box 498
Long Beach, Ca.
90801

TROPHY PRESENTATION — 100's M.C. with BUZZARDS M.C. Eagles Lodge, 7903 San Gabriel Canyon Road, Azusa, California, September 21, 1973 at 7:30 p.m. Forfeit trophy if not picked up within sixty days after presentation. Phone (714) 599-2176. (35/3x)

It's Yamaha, by two-



and-a-half lengths!

Some of the world's fastest horses were running at Colorado Springs' Pike's Peak Turf Club on July 8th. The race was the AMA National Championship Yamaha Gold Cup, 128 furlongs (16 miles).

The favorite was Yamaha, with Roberts aboard. But some racing experts pointed out that Mann looked good on Triumph, and Harley was at least a dark horse.

When the dust settled, the scoreboard proved the oddsmakers right. The winner was Yamaha, by two-and-a-half lengths. Yamaha rider Kenny Roberts stretched his AMA National point lead, and set a new track record in the process.

And as if that weren't enough, Yamaha won all the rest of the races on the sheet: Novice, Junior, and Trophy.

When you think about it, it wasn't even a horserace.

Someday, you'll own a Yamaha.

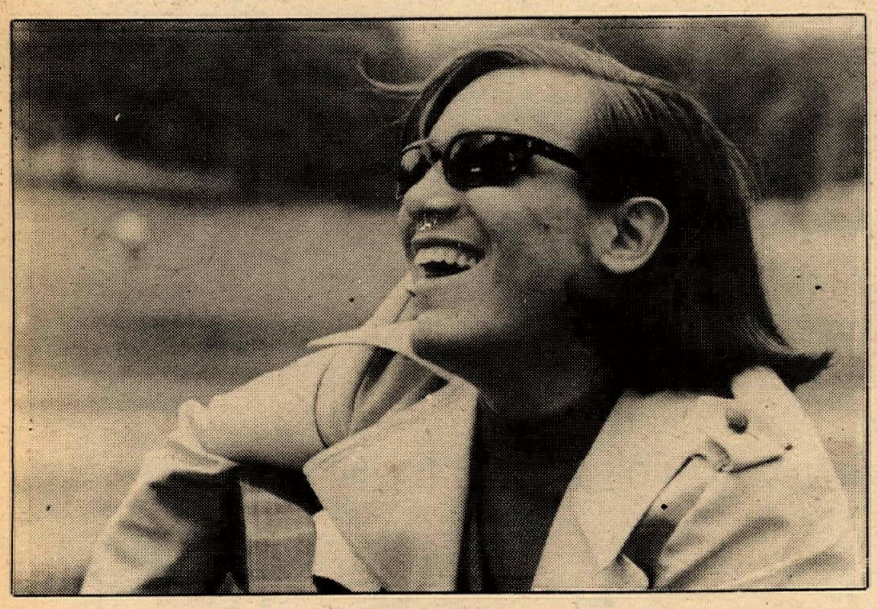
Ascot

"Home of The National Numbers"

Brings You

The SPECTACULAR 30 DAYS

Sept. 7 ..... Half Mile
Sept. 14 ..... T.T. Steeplechase
Sept. 15 ..... Rock Festival & Half-Mile
Sept. 21 ..... Final West Coast Regional Half Mile — $3000.00 Purse
Sept. 28 ..... National Tune-Up Half Mile
Oct. 5 ..... Golden State T.T. Championship $2,000 Purse + Novices & Juniors
Oct. 6 ..... 20 Lap National Half Mile Experts Only (Last Nat'l of '73 Season)



SEE

JOSE FELICIANO - EL CHICANO

BRAHMA

SATURDAY SEPTEMBER 15

2:00 P.M. ROCK FESTIVAL

Ascot CONCERT ARENA

$5.50 TICKET INCLUDES FESTIVAL AND FINAL WEST COAST REGIONAL

HALF MILE SATURDAY NIGHT SEPT. 15

SPECIAL OFFER FOR RACE FANS

	Adult Reserved	Child Reserved	Adult General Admission	13-17 General Admission	9-12 General Admission	8 & Under General Admission
20 Lap National Half-Mile Oct. 6	$8	$4	$6	$4	$1	FREE
Annual Golden State TT Championship Oct. 5	General Admission Only	General Admission Only	$4.50	$3.50	$1	FREE
Two Night Combination	$10	$4	$8.50	$6	$1.50	FREE

ENCLOSED IS MY CHECK FOR _____

MAKE CHECK OR MONEY ORDER PAYABLE TO LOS ANGELES INTERNATIONAL RACEWAY
c/o ASCOT PARK, 18300 SO. VERMONT, GARDENA, CALIF. 90247
(NO DISCOUNT PASSES APPLICABLE ON COMBINATION TICKETS)

NAME _____ PHONE _____

ADDRESS _____ STATE _____ ZIP _____

Master Sammy shows how it's done.

Sammy Miller Trials School

IRVINE, CAL., AUG. 25

"Don't snow yourself over with a lot of this technical garbage until you've had more practice," Sammy Miller told the small group of American Expert and Master trials riders that turned out for his trials school at Saddleback Park. The best in America look somewhat amateurish next to the performance of the European trials greats, and Sammy's school was held to help prepare the American Trials Team for the FIM World Champion Trials to be held in the United States in 1974.

Talking about a rocky section he had laid out for the class to ride so he could analyze their individual performances and offer improvement advice, Miller said, "Riding this kind of stuff here isn't riding rocks. The rocks are so hard and dry they might as well be tarmac. You can get away with murder here; you couldn't get away with it if there was a stream running down over these rocks, and they were all covered with slime."

Riding techniques were also discussed. "People would be better off riding sections than riding wheelies," the Master commented while watching several students wheelie over obstacles.

Tires received attention also. It seems that the new Full Bore trials tire offers increased traction by utilizing a bigger tread imprint area than other tires. However well the tire may work, it violates FIM tire standards, according to Miller. "Someone could have saved a lot of money if he had done his homework." One student riding a Bultaco that Miller had helped design attracted the teacher's attention with a larger than stock tire on the front end. "I designed that with a certain tire size, and if you go back to stock I think it will solve some of your problems." Miller runs 7 PSI front, 5 rear in his Dunlop tires in dry areas, and 6 PSI front, 4 rear in bumpy or wet sections.

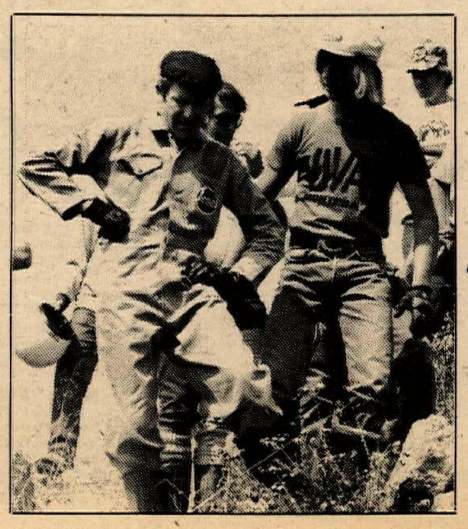
A Bultaco with two bull elephants playing battering ram in its crankcases and a sticky throttle punctuated Miller's caution. "The average machine preparation and tire changing ability is getting pretty bad." He urged riders to polish up in these areas as well as practicing their riding skills. "It will take you about six months to crack off all of your bad habits. That's the big thing about trials. You don't become World Champion overnight. If you did, we'd all be World Champion."

One student wanted to know if there was really an advantage to machines larger than a 250. "It's like all things in life," answered the professor, "there are good engines and bad engines. A 250 seems to be a much more flexible engine...the 325 (Bultaco) isn't as happy revving. The Kawasaki 450s used in the Scottish Six Days were unusable, that's why they're going back to the 250." Miller, now riding for Bultaco, thus made it quite evident that he spoke what he believed, not what commercialism dictated.

Riders picked up a few new trials terms, too, such as "Hurp End Bend". The term refers to a bend shaped, in the words of Sammy, "like a lady's hurp end."

There were spectacular successes after a little coaching, and spectacular failures in spite of a lot of coaching. Some Masters cleaned Trials sections laid out for the class, some never quite made it. One actually tumbled down the hill of one section, out of shape, elephants battling and engine wailing. Even in trials, learning can be painful. ●

Sammy and Marland Whaley got along just fine.



CALENDAR

REGULARLY SCHEDULED EVENTS

Attention Promoters: For listing in this column call or write: Cycle News, Box 498, Long Beach, Ca. 90801 (213) 427-7433

Every Sat. Night
Perris Raceway T.T. Scrambles. Gates open 5:00 p.m. Sign-up closes 7:30 p.m. All classes. Members $3.50. Non-members $4.50. Silencers required. Limited entries due to curfew. Info: (714) 657-3678.

Every Sat.
Moreno Valley M.C. Motocross all classes, 100% pay back to Experts with $10.00 post. Gate $2.00, Entry $4.00. Sign in 7:30, Race 9:00. 33% Trophies. De Anza Cycle Park, 5 miles east of Sunnymead on U.S. 60. Take Theodore off ramp to Ironwood and follow signs. Info: (714) 653-2633.

Every Sat. Night
Elsinore Raceway TT Scrambles. Gates open 4 p.m., sign up 5 to 7:30. Practice 6:30, race 8. Admission $1.50. Race $2. Camping Free. Sunday Practice $1 per bike, silencers required. (714) 826-2386.

Every Sun.
Motocross, Rawhide Park, Elsinore, Calif. All Classes. Gates Open 5:00 a.m. Sign up 7:00 a.m. For information call: (213) 921-5466.

1st & 3rd Sundays
Motocross, Lake Dolores, approx. 15 mi east of Barstow off Las Vegas Fwy., I-15, take Minneola off ramp. Limed. 7:30 a.m. sign up, 9 a.m. race. $3.25 ride, $1.50 & .75 watch. Primitive camping. Swimming, fishing. For info. call: (714) 257-3315 or (714) 252-2070.

Reach Out Rialto MX
(Every third Sunday of the month.) Junior and Expert races. See poster and pick up entry forms at your favorite Bike Shop. For further info. call: (714) 874-4422 or (714) 874-0743.

Every Fri. MX Sat. Short Track & TT
El Toro Speedway, Motocross all classes, Night time racing. Open at 5pm, Practice 6, Race 7. Admission $1.50, 1st Entry $4.00, 2nd Entry $2.00, Pit Pass $2.00. UNDER NEW MANAGEMENT. Off at El Toro off ramp, west on south side of fwy.

Calendar listings are a free CN service. Information, changes, and cancellations are the sole responsibility of the promoters...check on an event before going. All calendar info must be in writing and at CN by noon Thursday for the next issue. Send to CYCLE NEWS CALENDAR, Box 498, Long Beach, Ca. 90801.

Wednesday, Sept. 5

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Open: 4:30 pm sign by 6:30, race: 7;30. $5 per class. CMC license required.

MUSTACHE DAY
Day of recognition for mustache cultivators. Info: MGL, 3526 N. Oketo Ave., Chicago, Ill. 60634.

NIGHT MX
Puyallup, Wash. Info: Mike Welland, 253 Taylor NW, Renton, WA. 98055.

CMC CLASS A SPEEDWAY
Orange Cnty Rcwy., Sand Canyon Rd., from I-5. Adm: $2.75. Start: 8pm.

Thursday, Sept. 6

CMC NIGHT MX
Orange County Rcwy., Sand Canyon Rd. from I-5. Open: 4:30, sign by 6:30, race: 7:30. $5 entry per class and CMC license.

BREA RECREATION DEPARTMENT BX
Olinda Elementary School, Brea Calif. Start 2:00 pm, free entry. Take Carbon Canyon Rd. to Olinda. Info call Brian at 524-1866.

Friday, Sept. 7

SCRAMBLES
Fremont Raceway, All classes, Open 4 PM, ride 6:30, $2.50 ride or watch. D-36 and AMA rules, 415/327-4461.

D-36 SCRAMBLES
Fremont Raceway, Fremont, Cal. Gates open 3:30 PM, practice 5, race 6:30. $2.50 race or watch. Silencers, mufflers required. Info: 415/327-4461.

SURPRISE PARTY
Mark Adent's birthday. 8 PM, 24745 Mulholland Hwy., Calabasas, Cal. Call Linda (only). 213/888-9772.

D-36 SHORT TRACK
Turlock Fairgrounds, Turlock, Cal. Mini Cycles signup 5-6:30 PM, big bikes signup 5-7:00. Practice 5:30-6:30. First race 7:00. Silencers required. $2.50 ride or watch. Class C traction.

OWYHEE MC CLUB AMA MX
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 7 pm. Watch $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/375-6863 or 208/344-3041.

CMC MX
Washougal Motocross Park, 30 minutes east of Vancouver, Washington on Washougal highway. Start 11:00 AM, entry $7 Expert, $5 Jr and Int. $1500 expert purse.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Post entry Sportsman $5; Seniors $10. Watch, $2. 21% brass, 100% Senior payback. Sign up 6 PM, practice 6:45 PM, race 8. Info: 213/675-1922.

AMA SEMI-PRO MX
Placerville Fairgrounds, Placerville, Cal. Sign up 5, prac 5:45, race 7 PM. Pre entry $3, post $5. Gate $2.50. Info: 916/481-6560.

CMC MOTOCROSS
Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. $5 per class and CMC license.

AMA HALF-MILE
Ascot Park, Gardena, Cal. Races starts 8:30 PM. Info: 213/321-1610 or 213/323-9710.

MOTOCROSS
El Toro Spdwy, San Diego Fwy to El Toro Rd., Rt on Carlotta, 1 mi past Liesureworld. $4 race, $1.50 watch. Sign 5:30, prac 6, race 7 PM. New mngmt. 714/534-9323.

Saturday, Sept. 8

TT SCRAMBLES
Elsinore Raceway, Elsinore, Calif. Gates open 4pm, sign up 5 to 7:30, practice 6:30, race 8. Watch $1.50, race $2.00. Free camping, silencers required. Sunday practice $1.00 per bike. Info: 714/826-2386.

SUPER FUN MOTOCROSS
Saddleback Park, Irvine, Calif. No mail entry, $6 post entry. Three 20 minute motos. Gates open at 7:30. Experts $10. 100% payback. Info 714/557-9243.

D-36 SHORT TRACK
Vallejo Speedway, Vallejo, Cal. Usual classes. Gates open 4:30pm, sign up 4:30 to 6:30, practice 5:30 to 6:30, race 7:30. Silencers required. Info: 707/644-0741.

D-36 SEMI-PRO MX
Fremont Raceway, 11 miles north of San Jose on Hwy. 17. Durham Rd. exit off Nimitz Frwy. Nov, Jr, Ex. 125/250/Open. Entry $5 Ex. $4 Nov/Jr. $2.50 spectators, kids 13-16 $1, under 12 free, Blue Plate MX free. Sign up 3:30-6:15 PM, practice 5:00-6:15 PM, first moto 6:30. Info: 415/327-4461.

MOTOCROSS
Moreno Valley MC, De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate $2.00, Race $4.00. Info 714/735-1301.

AMA D-36 SCRAMBLES
3800 Depot Rd., Hayward, Calif. Practice & sign up 4 to 6, race 7:00. $2.50 ride or watch, $1.00 2nd motor.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, Cal., Hwy. 120 betwn. Oakdale and Escalon. Entry $2.50. Signup 5-7, prac. 6-7, race 7:30. Class C. All classes. Silencers required. Info: 209/869-1457.

FABULOUS FUN MX
Carlsbad International Raceway, Carlsbad, Cal. No mail entries, $5 post entry, three twenty-minute motos. Gates open 8:00. Experts $10 entry, 100% pay back. Info: 714/832-4555.

TT SCRAMBLES
Perris Raceway, Perris, Cal. Gates open 5 PM, sign up 'till 7:30. All Classes. Silencers required. Members $3.50, non members $4.50. Limit to entries due to curfew. Info: 714/657-3678.

CMA SHORT TRACK
National Date Festival Fair Grounds, Indio, Cal. All classes. 200% Sr payback. Ascot rider welcome. Practice 6:30 PM, race 7:30. Info: 714/347-3185.

BIKE MX
Long Beach, Cal. 7th nr Studebaker, 50 cent enter, watch free, prac 11, race noon.

TT & SHORT TRACK
El Toro Spdwy, San Diego Fwy to El Toro Rd, Rt on Carlotta 1 mi past Leisureworld, $1.50 gate, $4 race. Sign 5:30, prac 6, race 7. 23001 Valencia, El Toro, Ca. 92630. 714/534-9323.

Sept. 8 & 9

MX & TT
Sports Riders Association of Colorado Super Race. Coal Creek Raceways, Lafayette, Colo. Hwy 7 east of Lafayett. Am/Nov Sept. 8 at 10 AM, Ex. 12 PM on Sept. 9. Entry $7 Ex., $2 Nov/Am. Gate $2 Sept. 8, $3 Sept. 9. $1000 purse for MX, $1000 purse for TT.

Sunday, Sept. 9

D-37 MOTOCROSS
De Anza Cycle Park, ten miles East of Riverside on US 60, take Theodore off. 7:00 sign, 7:30 practice, 9:00 race. $2 gate, $1 watch, $8 post entry, $5 mail entry. BMC, P.O. Box 921, Banning 92220. Information 714/849-8393 after 6.

MOTOCROSS
Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership $5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry $3, phone entry $4, post entry $5. Experts mail $10, phone $11, post $15. Info 714/586-7964.

D-37 THREE LOOP HARE SCRAMBLES
Shadey Acres Race Course, limed from Lucerne Valley. $4.50 includes BLM. Grand Prix type finish. Rescue 3. Three 35 miles loops, triple fast, triple easy, triple fun, rock free, sidehacks OK. Special trophies. Stump Jumpers MC. Info: 714/962-7668.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Calif. Gates open 6:30 AM, sign up 6:30-8:30, practice 7:30-8:30, first race 9:00. Jr & Int $5 mail entry, $10 post, Ex. $10 mail, $15 post. Riders covered by $3,000 medical insurance. CMC P.O. Box 1402, Costa Mesa, Ca. 92626. Camping at track.

BARF MX
Argyll Cycle Park, Campbell Ranch, Dixon, Calif. Nov/Am. Mail $6, Post $8. 30% brass. Ex. mail $10, post $15. 100% payback. All ordinary classes plus Oldtimers (over 35) and Powder Puff. Entries to BARF 3765 Washington Blvd., Fremont, Calif. 94538. Info: 415/657-0751.

D-38 TT SCRAMBLES
Dehesa Race Park, take I-8 east from San Diego, Harrison Canyon Rd. turnoff to Dehesa Rd., turn left and follow signs. Sign up 9:00 AM, practice 11:00, race at noon. Race $2.50, gate $1.50. Info: 714/477-7083.

SCSCA POKER RUN
2100 Petaluma Blvd., North, Petaluma, Calif. Sign up 9-11 am. $2.50 to ride. Trophies.

AMC MOTOCROSS
Saddleback Park, Orange, Cal. No mail entry, $5 post. No membership required. 40% trophies same day. Experts $10, 100% payback. Gate: 6:30, prac. 7:30. Info: 714/832-4555.

MOTOCROSS
Cal Am Raceway, Helvetia Park, Harbor Blvd. exit off I-80 west of Sacramento, Harbor Blvd. north to Hwy. 16, left 3 mile to track. Entry $5, spectators $2, under 12 free. Nov 125/250/Open, Am. 125/250/Open, Ex. 125/250/Open. Sign up starts at 7:30 AM. Free swimming pool for racers.

D-37 TT SCRAMBLES
Corona Raceway, Corona, Calif. Gate opens 7am, sign up 8am, race 9 am. Info: 714/870-5220.

CRC MOTOCROSS
Rawhide Park, Elsinore, Cal. No membership. Info: 213/830-7519 or 714/688-1291.

DRAG HILL CLIMB
De Anza Cycle Park, 10 miles east of Riverside Freeway on Hwy. 60, take Theodore exit. $2 gate, $4 entry, $1 watch. Sign up 7-9:00. Easy hill, any MX or Deset rider can make it easily. Info: 653-5840 or 653-7979.

SRA SANCTIONED DSMC CRACK O' DAWN ENDURO
Limed from Four Corners, Cal. First rider out at 5:30 AM. 60 miles of easy fun filled enduro riding. Finish pins, 20% brass (mailed). Info: 714/524-6726. Aubrey "Ace" Le Bard is coming out of retirement to ride this.

D-36 SCRAMBLES
San Joaquin County Fairgrounds, Stockton, Cal. Super Joe will jump 14 cars. All proceeds to charity. Ride $3, watch $4, uner 12 free. Sign up & practice 8-10 AM, race 11. Muffler, silencers required under 92dBa. Info: 209/462-0420.

CAL CROSS MX
CMC Sanct. Sunnyvale PAL track. Off 101, N. on Mathilda, ½ mile past Lockheed plant. Sr: $10 mail, $15 post, Jr $6 mail, $8 post. Mini $3, $5 post. Sign 6:30, prac 7:30, race 9. Box 1348, Cupertino, Cal. 95014.

MOTOCROSS
Sage Park, 13 miles south of Ridgecrest, Cal. on 395, about half way between Ridgecrest and Red Mountain. Gate $1.50, entry $4. Race starts 9 AM, sponsored by Sandblaster's MC. Sounds good. Info: 714/377-4619.

AME MX
Indian Dunes, Valencia, Cal. Take I-5 to Hwy. 126 West. AME membership, 3 plates, and silencers required. All classes. Gates open 6:30 AM, practice 8 AM, first race 9 AM. Mail entries only, must be received no later than Friday before event. AME, 13004 S. Washington, Hawthorne, Ca. 90250. Info: 213/675-1922 M-F 1-6 PM.

SCTA-ATA TRIALS
Reche Canyon, Riverside Frwy. past Riverside, Cal., Washington St. exit, east on Washington to Reche Canyon Rd., then south to area. Limed. Sign up 8, meeting 9:30. ATA members $4, non members $7, mufflers and spark arrestors required. Info: 714/828-6705.

PMA BAY MARE MX
Bay Mare Park, Somis, Cal. All classes. 100% awards, includes 40% super trophies to Beg/Nov/Int. 100% cash to Experts. Info: 805/482-5220 or 805/647-4657.

Sept. 10-15

MX TRAINING CAMP
Indian Dunes Park, Valencia, Cal. 8:30 AM to 3:30 PM daily, $75 per student for 6 days. Camping. Euro style camp. Money back guarantee of rider improvement. Limited entry. Sign up ends Sept. 7. Taught by Russ Darnell. Info: 213/367-1722.

Tuesday, Sept. 11

OWYHEE MC CLUB AMA F.T.
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 8 pm. Wathc, $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 209/375-6863 or 208/344-3041.

CRC MOTOCROSS
Valencia, Cal. Practice 6:30, race 8. No membership. 213/830-7519 or 714/688-1291.

Wednesday, Sep. 12

CMC CLASS A SPEEDWAY
Orange Cnty Rcwy., Sand Canyon Rd., from I-5. Adm: $2.75. Start: 8pm.

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Open: 4:30 pm sign by 6:30, race: 7;30. $5 per class. CMC license required.

NIGHT MX
Puyallup Cycle Park, Puyallup, Wash. Info: Mike Welland, 253 Taylor NW, Renton, WA. 98055.

Thursday, Sept. 13

CMC NIGHT MX
Orange County Rcwy., Sand Canyon Rd. from I-5. Open: 4:30, sign by 6:30, race: 7:30. $5 entry per class and CMC license.

BREA RECREATION DEPARTMENT BX
Olinda Elementary School, Brea Calif. Start 2:00 pm, free entry. Take Carbon Canyon Rd. to Olinda. Info call Brian at 524-1866.

Friday, Sept. 14

MOTOCROSS
El Toro Spdwy, San Diego Fwy to El Toro Rd., Rt on Carlotta, 1 mi past Liesureworld. $4 race, $1.50 watch. Sign 5:30, prac 6, race 7 PM. New mngmt. 714/534-9323.

AMA TT
Ascot Park, Gardena, Cal. Race starts at 8:30 PM. Info: 213/321-1610 or 213/323-9710.

OWYHEE MC CLUB AMA MX
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 7 pm. Watch $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/375-6863 or 208/344-3041.

D-36 SHORT TRACK
Turlock Fairgrounds, Turlock, Cal. Mini Cycles signup 5-6:30 PM, big bikes signup 5-7:00. Practice 5:30-6:30. First race 7:00. Silencers required. $2.50 ride or watch. Class C traction.

CALENDAR

CMC MOTOCROSS
Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. $5 per class and CMC license.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Post entry Sportsman $5; Seniors $10. Watch, $2. 21% brass, 100% Senior payback. Sign up 6 PM, practice 6:45 PM, race 8. Info: 213/675-1922.

AMA SEMI-PRO MX
Placerville Fairgrounds, Placerville, Cal. Sign up 5, prac 5:45, race 7 PM. Pre entry $3, post $5. Gate $2.50. Info: 916/481-6560.

D-36 SCRAMBLES
Fremont Raceway, Fremont, Cal. Gates open 3:30 PM, practice 5, race 6:30. $2.50 race or watch. Silencers, mufflers required. Info: 415/327-4461.

Saturday, Sep. 15

TT SCRAMBLES
Elsinore Raceway, Elsinore, Calif. Gates open 4pm, sign up 5 to 7:30, practice 6:30, race 8. Watch $1.50, Race $2.00. Free camping, silencers required. Sunday practice $1.00 per bike. Info 714/826-2386.

MOTOCROSS
Escape Country, Trabuco Canyon, Calif. 13 miles east of El Toro. Membership $5. All classes race. Gates open 7am, sign up until 8:30 am, practice 8am, race 9:30. Mail entry $3, phone entry $4, post entry $5. Experts mail $10, phone $11, post $15. Info 714/586-7964.

SUPER FUN MOTOCROSS
Saddleback Park, Irvine, Calif. No mail entry, $6 post entry. Three 20 minute motos. Gates open at 7:30. Experts $10. 100% payback. Info 714/557-9243.

AMA SEMI PRO SHORT TRACK
Lodi Cycle Bowl, Lodi, Cal. Sign up 5:30 to 7:30 pm, practice 6:00 to 7:30 pm, race 8:00 pm. All classes. Class C traction. Info: 209/462-0420.

MOTOCROSS
Moreno Valley MC, De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate $2.00, Race $4.00. Info 714/735-1301.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, Cal., Hwy. 120 betwn. Oakdale and Escalon. Entry $2.50. Signup 5-7, prac. 6-7, race 7:30. Class C. All classes. Silencers required. Info: 209/869-1457.

AMA D-36 SCRAMBLES
3800 Depot Rd., Hayward, Calif. Practice & sign up 4 to 6, race 7:00. $2.50 ride or watch, $1.00 2nd motor.

TT & SHORT TRACK
El Toro Spdwy, San Diego Fwy to El Toro Rd, Rt on Carlotta 1 mi past Leisureworld, $1.50 gate, $4 race. Sign 5:30, prac 6, race 7. 23001 Valencia, El Toro, Ca. 92630. 714/534-9323.

AMA HALF-MILE
Ascot Park, Gardena, Cal. Race starts at 8:30 PM. Info: 213/321-1610 or 213/323-9710.

CMA SHORT TRACK
National Date Festival Grounds, Indio, Cal, all classes. 200% Sr. payback. Ascot riders welcome, practice 6:30 PM. Info: 714/347-3185.

FABULOUS FUN MX
Carlsbad International Raceway, Carlsbad, Cal. No mail entries, $5 post entry, three twenty-minute motos. Gates open 8:00. Experts $10 entry, 100% pay back. Info: 714/832-4555.

TT SCRAMBLES
Perris Raceway, Perris, Cal. Gates open 5 PM, sign up 'till 7:30. All Classes. Silencers required. Members $3.50, non members $4.50. Limit to entries due to curfew. Info: 714/657-3678.

September 15-16

AMA YOUTH DIV. MINICYCLE CHAMPIONSHIP
Rio Bravo MX Park, Houston, Texas. Info: 713/944-2400 days, 713/946-4989, nights.

Sunday, Sep. 16

NRA MOTOCROSS
Indian Dunes, Valencia, Calif. Beg; Jr; Int; Sr; PP; minis. 30% brass, cash payback to Sr. No membership, no mail entry. Info: 714/688-1291.

MOTOCROSS
Lake Dolores, 20 miles east of Barstow, Cal. Sign up 7:30, race 9. Entry $3.25, gate $1.50 adults, 75 cents kids. Swimming and camping. Barstow MC.

MOTOCROSS
Rawhide Park, Elsinore, Cal. All classes. Gates open 5 AM, sign up 7. Info: 213/921-5466.

ITALIAN CHAMPIONSHIP ROAD RACE
50cc, 125cc, 25 & 350, 500cc classes plus sidecars. Monza, Italy. Tickets not available through Tickettron or your local dealer.

MOTOCROSS
Rialto Reach Out MX, Rialto, Cal. Jr., Ex. races. Pick up entry forms at your friendly neighborhood dealer. Info: 714/874-4422 or 714/874-0743.

D-37 HARE SCRAMBLES
Lucerne Valley, limed from Lucerne to Fox's oasis. 9 AM start. $4.50 entry. Four ft. clun trophy, quality finisher pins. Desert Foxes annaul fox hunt. Info: 213/334-6585.

D-37 ROUGH SCRAMBLES
Elsinore Rcwy., Elsinore, Cal. All classes sign 7 AM. Prac. 8, race 9 AM. Gripsters MC. 714/871-7121.

CRC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Info: 714/688-1291. Beg; Nov; Int; Sr; Mini; Oldster; PP; Youngster. No membership required.

AME MX
Rawhide Park, Elsinore, Cal. AME membership, 3 plates and silencers required. All classes. Gates open 6:30 AM, practice 8 AM, first race 9 AM. Mail entries only, must be received no later than Friday before event. AME, 13004 S. Washington, Hawthorne, Ca. 90250. Info: 213/675-1922 M-F 1-6 PM.

CMC MX
Saddleback Park, Irvine, Ca. Gates open 6:30 am, sign up 6:30-8:30, practice 7:30-8:30, first race 9:00. Jr & Int $5 mail entry, $10 post, Exp. $10 mil, $15 post. Riders covered by $3,000 medical insurance. CMC PO Box 1402, Costa Mesa, Ca. 92626.

D-36 HARE SCRAMBLES
Carson City, Nevada. Off 395 at Snider Ave. Mail $5 to Sacramento Jammers MC, 2611 Tronero Wy., Rancho Cordova, Ca. 95670. Post entry $7, start 11:00. Info: 916/363-6784.

MOTOCROSS
Dirt Rider's Association race at Santa Clara PAL track, Hwy 237 to Lafayette St., Santa Clara. Near Alviso. Gates Open 7 AM, race 8:30. Entry mail $6 Nov, $10 Am/Ex; post $8 Nov, $15 Am/Ex. Mail to DRA, 2886 Rosario Ct., San Jose, Ca. 95132. Nov & Am 100; 125; 250; Open, Ex 125; 250; Open. 20% brass, 100% Ex. payback. Info: 262-0387.

CMC MX
Washougal Motocross Park, 30 minutes east of Vancouver, Washington on Washougal highway. Start 11:00 AM, entry $7 Expert, $5 Jr and Int. $1500 expert purse.

AMC MOTOCROSS
Orange Country International Raceway, S.A. Frwy at Sand Canyon Exit. No mail entry or membership required. $5 post, 40% trophies same day. Experts $10, 100% payback. Gate: 7:00, prac. 8:00. Info: 714/832-4555.

NRA MX
Indian Dunes, Valencia, Cal. Beg; Jr; Int; Sr; PP; minis. 30% brass, cash payback to Senior. No membership, no mail entry. Info: 714/688-1291.

CRC MX
Carlsbad Raceway, Carlsbad, Calif. Info: 714/688-1291. Beg; Nov; Int; Sr; Mini; Oldster; PP; Youngster. No membership required.

D-36 SPORTSMAN SCRAMBLES
Salinas Rodeo Grounds, Salinas, Cal. Part proceeds to charity, D-36 points. Semi pro $5 entry, full pay back. Pits $3, riders & mechanics only. Nov 100; 125; 200; 250; 350; 500; Open, Jr 125; 200; 250; 350; 500; Open, Ex 125; 250; 350; 500; Open. Gates open 7 am, practice 8, race 10. Info: 408/899-2401.

D-37 TT SCRAMBLES
Corona Raceway, Corona, Cal. Gate opens 7am, sign up 8am, race 9 am. Info. 714/870-5220. Cancelled

Tuesday, Sept. 18

OWYHEE M.C. AMA FLAT TRACK
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 8 PM. Watch $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 209/375-6863 or 208/344-3041.

CRC MX
Indian Dunes, Valencia, Cal. Practice 6:30, race 8 PM. No membership. 213/830-7519 or 714/688-1291.

Wednesday, Sep. 19

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Open: 4:30 pm, sign by 6:30, race 7:30. $5 per class. CMC license required.

CMC CLASS A SPEEDWAY
Orange Cnty Rcwy., Sand Canyon Rd., from I-5. Adm: $2.75. Start: 8 PM.

NIGHT MX
Puyallup Cycle Park, Puyallup, Wash. Info: Mike Welland, 253 Taylor NW, Renton, WA. 98055.

Thursday, Sept. 20

BREA RECREATION DEPARTMENT BX
Olinda Elementary School, Brea, Calif. Start 2:00 PM, free entry. Take Carbon Canyon Road to Olinda. Info: call Brian at 524-1866.

LAST DAY
For entries to Sonora Pass MC Winter Enduro to be held on Oct. 14 at Hulls Meadow Campground. Info: 209/532-9248 or 209/984-5084. More info in future calendar.

Friday Sept. 21

D-36 SHORT TRACK
Turlock Fairgrounds, Turlock, Cal. Mini Cycles signup 5-6:30 PM, Big Bikes signup 5-7:30 PM. Practice 5:30-6:30. First race 7:00. Silencers required. $2.50 ride or watch. Class C traction.

MOTOCROSS
El Toro Spdwy, San Diego Fwy to El Toro Rd., Rt on Carlotta, 1 mi past Liesureworld. $4 race, $1.50 watch. Sign 5:30, prac 6, race 7 PM. New mngmt. 714/534-9323.

D-36 SCRAMBLES
Fremont Raceway, Fremont, Cal. Gates open 3:30 PM, practice 5 PM, race 6:30 PM. $2.50 race or watch. Silencers mufflers required. Info: 415/327-4461.

AMA HALF-MILE
Ascot Park, Gardena, Cal. Race starts at 8:30 PM. Info: 213/321-1610 or 213/323-9710.

OWYHEE M.C. CLUB AMA MX
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 7 PM. Watch, $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 209/375-6863 or 208/344-3041.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Post entry Sportsman $5; Seniors $10. Watch, $2. 21% brass, 100% Senior payback. Sing up 6 PM, practice 6:45, race 8. Info: 213/675-1922.

AMA SEMI-PRO MX
Placerville Fairgrounds, Placerville, Cal. Sign up 5, prac 5:45, race 7 PM. Pre entry $3, post $5. Gate $2.50. Info: 916/481-6560.

CMC MOTOCROSS
Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. $5 per class and CMC license.

Saturday, Sept. 22

MORENO VALLEY M.C. MX
De Anza Park, 10 miles east of Riverside on US 60, take Theodore Off. Sign in 7:30, race 9:00. Gate $2.99, race $4.00. Info 714/735-1301.

D-36 SEMI-PRO MX
Fremont Raceway, 11 miles north of San Jose on Hwy. 17. Durham Rd. exit off Nimitz Frwy. Nov, Jr, Ex. 125/250/Open. Entry $5 Ex. $4 Nov/Jr. $2.50 spectators, kids 13-16 $1, under 12 free, Blue Plate MX free. Sign up 3:30-6:15 PM, practice 5:00-6:15 PM, first moto 6:30. Info: 415/327-4461.

TT & SHORT TRACK
El Toro Spdwy, San Diego Fwy to El Toro Rd, Rt on Carlotta 1 mi past Leisureworld, $1.50 gate, $4 race. Sign 5:30, prac 6, race 7. 23001 Valencia, El Toro, Ca. 92630. 714/534-9323.

TT SCRAMBLES
Perris Raceway, Perris, Cal. Gates open 5 PM, sign up 'till 7:30 PM. All classes. Silencers required. Members $3.50, non members $4.50. Limit to entries due to curfew. Info: 714/657-3678.

D-36 AMATEUR SCRAMBLES
3800 Depot Rd., Hayward, Cal. Signup 4 to 6 PM, practice 4 to 5:45, race 7:30. $2.50 ride or watch, $1.00 second bike. All classes, silencers under 92dbA required. Info: 415/276-9085.

SUPER FUN MX
Saddleback Park, Irvine, Calif. No mail entry, $6 post entry. Three 20 minute motos. Gates open at 7:30. Experts $10. 100% payback. Info: 714/557-9243.

AMA SEMI PRO SHORT TRACK
Lodi Cycle Bowl, Lodi, Cal. Sign up 5:30 to 7:30 PM, practice 6:00 to 7:30, race 8:00. All Classes. Class C traction. Info- 209/462-0420.

TT SCRAMBLES
Elsinore Raceway, Elsinore, Calif. Gates open 4 PM, sign up 5 to 7:30, practice 6:30, race 8. Watch $1.50, race $2.00. Free camping, silencers required. Sunday practice $1.00 per bike. Info: 714/826-2386.

FABULOUS FUN MX
Carlsbad International Raceway, Carlsbad, Cal. No mail entries, $5 post entry, three twenty-minute motos. Gates open 8:00. Experts $10 entry, 100% pay back. Info: 714/832-4555.

Sunday, Sept. 23

CRC MX
Indian Dunes, Valencia, Calif. Info: 714/688-1291. Beg; Nov; Int; Sr; Mini; Old; PP; young. No membership required.

TUBORG CHAMPIONS CHALLENGE
20 lap AMA mile for the 1st time at Golden Gate Fields, on the bay near San Francisco. Plus a Grand National Champions match race. Priority tickets by mail order to MediaMax, Inc., P.O. Box 41407, Sacto., Calif. 95841. V.I.P. — $7.00; Mezzaine — $5.00; Children 6-12 half price; under 6 free. Information call 415/526-3020.

MOTOCROSS
Rawhide Park, Elsinore, Cal. 100% pay back to Ex. with $10.00 post. $6.00 post to all other classes. Gate 5:00, sign up 7:00, race 9:00. Free overnight camping. Info: 213/921-5466 or 714/689-0871.

D-37 MX
Goleta, Calif. Take US 101 to Los Carneros exit. Sign up 8:30. $5.00 mail, $8.00 post. Trophies same day. Minis, sidehacks welcome. Starters MC, Box 1153 Goleta, Ca. 93017. Info: 805/967-5313.

SHORT TRACK
Stockton Fairgrounds, Stockton, Cal. Class C traction. Sign up 12:00. Stockton Scramblers MC, c/o Kaiser Honda, 843 E. Weber Ave., Stockton, Ca. 95202.

AME MX
Muntz Cycle Park, Moorpark, Cal. AME membership, 3 plates and silencers required. All classes. Gates open 6:30 AM, practice 8 AM, first race 9 AM. Mail entries only, must be received no later than Friday before event. AME, 13004 S. Washington, Hawthorne, Ca. 90250. Info: 213/675-1922 M-F 1-6 PM.

CAL CROSS MX
CMC Sanct. Sunnyvale PAL track, Off Hwy 101, N. on Mathilda, ½ mile past Lockheed plant. Sr: $10 mail, $15 post, Jr: $6 mail, $8 post; Mini: $3 mail, $5 post. Sign 6:30, prac 7:30, race 9. Box 1348 Cupertino, Cal. 95014. 408/226-7265.

AMC MOTOCROSS
Saddleback Park, Orange, Cal. No mail entry, $5 post. No membership required. 40% trophies same day. Experts $10, 100% payback. Gate: 6:30, prac. 7:30. Info: 714/832-4555.

CMC MOTOCRSS
Carlsbad Raceway, Carlsbad, Calif. Gates open 6:30 AM, sign up 6:30-8:30, practice 7:30-8:30, race 9:00. Info: CMC, P.O. Box 1402, Costa Mesa, Calif. 92626. Camping at track.

D-38 TT SCRAMBLES
Dehesa Race Park, take I-8 east from San Diego, Harrison Canyon Rd. turnoff to Dehesa Rd., turn left and follow signs. Sign up 9:00 AM, practice 11:00, race at noon. Race $2.50, gate $1.50. Info: 714/477-7083.

D-36 SPORTSMAN SCRAMBLES
Salinas Rodeo Grounds, Salinas, Cal. Part proceeds to charity, D-36 points. Semi pro $5 entry, full pay back. Pits $3, riders & mechanics only. Nov 100; 125; 200; 250; 350; 500; Open, Jr 125; 200; 250; 350; 500; Open, Ex 125; 250; 350; 500; Open. Gates open 7 am, practice 8, race 10. Info: 408/899-2401.

MOTOCROSS
Rawhide Park, Elsinore, Cal. All classes. Gates open 5 AM, sign up 7. Info: 213/921-5466.

Tuesday, Sept. 25

OWYHEE M.C. CLUB AMA FLAT TRACK
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 8 PM. Watch, $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 209/375-6863 or 208/344-3041.

Wednesday, Sep. 26

CMC CLASS A SPEEDWAY
Orange Cnty Rcwy., Sand Canyon Rd., from I-5. Adm: $2.75. Start: 8pm.

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Open: 4:30 pm, sign by 6:30, race 7:30. $5 per class. CMC license required.

NIGHT MX
Puyallup Cycle Park, Puyallup, Wash. Info: Mike Welland, 253 Taylor NW, Renton, WA. 98055.

Thursday, Sept. 27

BREA RECREATION DEPARTMENT BX
Olinda Elementary School, Brea, Calif. Start 2:00 PM, free entry. Take Carbon Canyon Road to Olinda. Info: call Brian at 524-1866.

Friday, Sept. 28

CYCLE SWAP-O-RAMA
New Products Pavilion Building, Orange County Fairgrounds, Costa Mesa, Cal. Set up 2 PM, door opens to buyers 5 PM — Midnight. Sell $5, buy $1. 400 sqaure feet foot dealer's spaces $25. Info: 714/637-1835.

CMC MOTOCROSS
Irwindale, Cal. Open: 4:30, sign by 6:30, race 7:30. $5 per class and CMC license.

OWYHEE M.C. CLUB AMA MX
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 7 PM. Watch, $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/375-6863 or 208/344-3041.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Post entry Sportsman $5; Seniors $10. Watch, $2. 21% brass, 100% Senior payback. Sign up 6 PM, practice 6:45, race 8. Info: 213/675-1922.

AMA SEMI-PRO MX
Placerville Fairgrounds, Placerville, Cal. Sign up 5, prac 5:45, race 7 PM. Pre entry $3, post $5. Gate $2.50. Info: 916/481-6560.

D-36 SCRAMBLES
Fremont Raceway, Fremont, Cal. Gates open 3:30 PM, practice 5, race 6:30. $2.50 race or watch. Silencers, mufflers required. Info: 415/327-4461.

AMA HALF-MILE
Ascot Park, Gardena, Cal. Race starts at 8:30 PM. Info: 213/321-1610 or 213/323-9710.

MOTOCROSS
El Toro Spdwy, San Diego Fwy to El Toro Rd., Rt on Carlotta, 1 mi past Liesureworld. $4 race, $1.50 watch. Sign 5:30, prac 6, race 7 PM. New mngmt. 714/534-9323.

Saturday, Sept. 29

MORENO VALLEY M.C. MX
De Anza Park, 10 miles east of Riverside on US 60, take Theodore Off. Sign in 7:30, race 9:00. Gate $2.00, race $4.00. Info 714/735-1301.

FABULOUS FUN MX
Carlsbad International Raceway, Carlsbad, Cal. No mail entries, $5 post entry, three twenty-minute motos. Gates open 8:00. Experts $10 entry, 100% pay back. Info: 714/832-4555.

TT SCRAMBLES
Perris Raceway, Perris, Cal. Gates open 5 PM, sign up 'till 7:30. All Classes. Silencers required. Members $3.50, non members $4.50. Limit to entries due to curfew. Info: 714/657-3678.

TT SCRAMBLES
Elsinore Raceway, Elsinore, Calif. Gates open 4 PM, sign up 5 to 7:30, practice 6:30, race 8. Watch $1.50, race $2.00. Free camping, silencers required. Sunday practice $1.00 per bike. Info: 714/826-2386.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, Cal., Hwy. 120 betwn. Oakdale and Escalon. Entry $2.50. Signup 5-7, prac. 6-7, race 7:30. Class C. All classes. Silencers required. Info: 209/869-1457.

D-36 SEMI-PRO SHORT TRACK
Monterey Fairgrounds, Monterey, Cal. Entry $5 Ex., $3 Nov/Am. Full Ex. Payback. Sign up 5, practice 6:30, race 8. Info: 408/899-2401.

SUPER FUN MX
Saddleback Park, Irvine, Calif. No mail entry, $6 post entry. Three 20 minute motos. Gates open at 7:30. Experts $10. 100% payback. Info: 714/557-9243.

D-36 AMATEUR SCRAMBLES
3800 Depot Rd., Hayward, Cal. Signup 4 to 6 PM, practice 4 to 5:45, race 7:30. $2.50 ride or watch, $1.00 second bike. All classes, silencers under 92dbA required. Info: 415/276-9085.

TT & SHORT TRACK
El Toro Spdwy, San Diego Fwy to El Toro Rd, Rt on Carlotta 1 mi past Leisureworld, $1.50 gate, $4 race. Sign 5:30, prac 6, race 7. 23001 Valencia, El Toro, Ca. 92630. 714/534-9323.

MOTOCROSS
Ascot Park, Gardena, Cal. Junior competition, 11 AM through evening. Info: 213/321-1610 or 213/323-9710.

Sept. 29 & 30

CHAMPION SPARK PLUG MC CLASSICS
Fourth Annual Classic. Ontario Motor Spdwy, Ontario, Cal. Info: 213/772-1625.

Sunday, Sept. 30

BX
Encino, Cal. Take Ventura to Zelzan, then south to the top. Practice 10 AM, race 11 AM. Entry 25 cents Nov., 50 cents Sr. 10% brass to Nov., 100% Sr. payback. Info: Brad Ferris, 981-6066.

CMC MX
Washougal Motocross Park, 30 minutes east of Vancouver, Washington on Washougal highway. Start 11:00 AM, entry $7 expert, $5 Jr and Int. $1500 expert purse.

FORMULA 750 ROUND
Hockenheim, Germany. Second to last round of the European F-750 road racing championship. $3 ride or watch.

OBSERVED TRIALS
Palo Verde MC, Williams AFB MC area off Ellsworth Ave., Arizona. US 60 east from Mesa Arizona to Ellsworth Ave. south 8 miles. Helmets required. Signup 8 AM, start 9. Entry members $3, non members $4. Ex/Nov/AM. 30% brass. Watch free. ATA rules. Info: 602/988-1489. PUMC, CATA, SATA memberships honored.

URA LITTLE TUFFY ENDURO
Red Mountain, Cal. 50 challenging miles. Tough anti-course tampering measures. First riders leave at 8:01 AM. Mail entry $7.50, post entry $9.00. A-B-C-Powderpuff 0-125/126-175/176-250/251-Open classes. Big trophies. Search & Rescue, Radio crew, food, other stuff. Info: 213/787-5208 or 213/421-9179.

D-37 TT SCRAMBLES
Corona Raceway, Corona, Cal. Gate opens 7 AM, sign up 8, race 9. Info: 714/870-5220.

AMC MOTOCROSS
Saddleback Park, Orange, Cal. No mail entry, $5 post. No membership required. 40% trophies same day. Experts $10, 100% payback. Gate: 6:30, Prac. 7:30. Info: 714/832-4555.

D-36 SPORTSMAN SCRAMBLES
Salinas Rodeo Grounds, Salinas, Cal. Part proceeds to charity. D-36 points. Semi pro $5 entry, full pay back. Pits $3, riders & mechanics only. Nov 100; 125; 200; 250; 350; 500; Open, Jr 125; 200; 250; 350; 500; Open, Ex 125; 250; 350; 500; Open. Gates open 7 AM, practice 8, race 10. Info: 408/899-2401.

MOTOCROSS
Rawhide Park, Elsinore, Cal. All classes. Gates open 5 AM, sign up 7 AM. Race 9. Info: 213/921-5466.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Calif. Gates open 6:30 AM, sign up 6:30-8:30, practice 7:30-8:30, race 9:00. Info: CMC, P.O. Box 1402, Costa Mesa, Calif. 92626. Camping at track.

AME MOTOCROSS
Indian Dunes, Valencia, Ca. Sign 6:30, prac 8, race 9. $5 mail, $10 post. Srs $10, $15 post. Mail to 13004 S. Washington, Hawthorne, Ca. 90250. 213/675-1922.

Tuesday, Oct. 2

OWYHEE MC CLUB AMA FLAT TRACK
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 8 PM. Watch, $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/375-6863 or 208/344-3041.

Wednesday, Oct. 3

CMC CLASS A SPEEDWAY
Orange Cnty Rcwy., Sand Canyon Rd., from I-5. Adm: $2.75. Start: 8 PM.

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Open: 4:30 PM, sign by 6:30, race 7:30. $5 per class. CMC license required.

Thursday, Oct. 4

BREA RECREATION DEPT. BX
Olinda Elementary School, Brea, Calif. Start 2:00 PM, free entry. Take Carbon Canyon Road to Olinda. Info call Brian at 524-1866.

Friday, Oct. 5

MOTOCROSS
El Toro Speedway, Motocross all classes, night time racing. Open at 5 PM. Practice 6, Race 7. Admission $1.50, 1st entry $4.00, 2nd entry $2.00. Under New Management. Off at El Toro off ramp, west on south side of fwy.

AMA SEMI-PRO MX
Placerville Fairgrounds, Placerville, Cal. Sign up 5, prac 5:45, race 7 PM. Pre entry $3, post $5. Gate $2.50. Info: 916/481-6560.

CMC MOTOCROSS
Irwindale Cal. Open: 4:30, sign by 6:30, race 7:30. $5 per class and CMC license.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Post entry Sportsman $5; Seniors $10. Watch, $2. 21% brass, 100% Senior payback. Sign up 6PM, practice 6:45 PM, race 8PM. Info: 213/675-1922.

OWYHEE MC CLUB AMA MX
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry $2.25, race 7 PM. Watch, $1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/375-6863 or 208/344-3041.

D-36 SCRAMBLES
Fremont Raceway, Fremont, Cal. Gates open 3:30 PM, practice 5 PM, race 6:30 PM. $2.50 race or watch. Silencers mufflers required. Info: 415/327-4461.

Oct. 5-7

SCORE INTERNATIONAL
First Annual RV Spectacular, Riverside International Rcwy., Riverside, Cal. Bikes vs. cars, 21 classes, 7½ mile Baja type course, 75% visible from stands. Admission, reserved grandstands, camper-land tickets all from Ticketron. Mickey Thompson presentation. Rolf Tibblin and his Husky display will be there. Info: 213/437-0466.

Saturday, Oct. 6

AMA NATIONAL MILE
Ascot Park, Gardena, Cal.

D-36 AMATEUR SCRAMBLES
3800 Depot Rd., Hayward, Cal. Signup 4 to 6 PM, practice 4 to 5:45, race 7:30. $2.50 ride or watch, $1.00 second bike. All classes, silencers under 92dbA required. Info: 415/276-9085.

D-36 SEMI-PRO SHORT TRACK
Monterey Fairgrounds, Monterey, Cal. Entry $5, Ex., $3 Nov/Am. Full Ex. Payback. Sign up 5, practice 6:30, race 8. Info: 408/899-2401. AMA cards must be valid.

TT SCRAMBLES
Perris Raceway, Perris, Cal. Gates open 5 PM, sign up 'till 7:30 PM. All classes. Silencers required. Members $3.50, non members $4.50. Limit to entries due to curfew. Info: 714/657-3678.

CRC california racing club
membership not required

MOTOCROSS

40% trophies awarded same day. Results after each moto. Tape recorded scoring. No mail entries. Gates open — 7:00, Practice — 8:00, 1st Race — 9:30.

Fun For The Whole Family

SEPTEMBER 16 — CARLSBAD
SEPTEMBER 23 — INDIAN DUNES
SEPTEMBER 30 — SADDLEBACK
OCTOBER 7 — RAWHIDE

BEGINNERS - NOVICE - INTERMEDIATE - EXPERT - MINI - POWDER PUFF - SCHOOL BOY CLASS (under 16 yrs old) OLDTIMERS
(714) 688-1291 (213) 830-7519

BAYMARE MX
PACIFIC MOTOCROSS ASSOCIATION
(NO MEMBERSHIP REQUIRED)
100% Awards (Includes 40% Trophies)
SEPT. 9
ALL CLASS MOTOCROSS
Minicycle Also
Beginners, Juniors, Intermediates, Experts. 40% Trophies to Novices, 100% payback Experts. Powder Puff & over 35. Sign Up 7 am, Practice 8 am, Race 9 am. Many shade trees to "cool it" under. Follow 101 to 23 at Thousand Oaks, travel north to 118. Left four miles to Balcom Canyon, Right to Bixby Rd. to end. Info: (805) 482-5220/647-4657.

DRA Desert Racing Assoc. Presents
A HARE SCRAMBLES
Beg., Nov., Am., Ex.
20% Trophies — Finisher Pins
DRA Points — Sign Up Sat. & Sun. a.m.
Start @ 9:30 A.M. Arrive Early
Limed from Golf Course At Calif. City
Good Asphalt Road All The Way To Pits
P.O. Box 2605
Calif. City, CA 93505
4/wheel rescue crews
S.C.A.T. communications
Ambulance, Catering, Photo's

AMC
RACE SCHEDULE
Sept. 9 — Saddleback
Sept. 16 — OCIR
Sept. 23 — Saddleback
INFO. 714-832-4555

RIDE
SRA EVENTS
JUST FOR FUN !!!
(213) 320-1015

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
SUNDAY MX EVENTS
Beginners, Juniors, Intermediates, Seniors
PLUS
Minicycle, Old Timers, and Powder Puff.
SCHEDULE OF COMING EVENTS
SEPTEMBER
9 — Indian Dunes 23 — Muntz
16 — Rawhide 30 — Indian Dunes
SILENCERS REQUIRED. Sportsman classes $5. mail, $10. post. Seniors $10. mail, $15 post. All entries must be received no later than Friday before each event. A.M.E. membership, & 3 number plates required. Gates open 6:30 A.M., Practice 8 A.M., 1st race 9 A.M. MAIL ENTRY TO A.M.E. 13004 S. Washington, Hawthorne, Calif. 90250. 213-675-1922. Monday thru Friday 1-6 P.M.

FRIDAY NIGHTS M.X.
INDIAN DUNES
no mail entry
Post entry at track $5. post Sportsman, $10. Seniors. $2.00 track admission. 20% trophies. 100% pay-back to Seniors. Sign-up 6 P.M. Practice 6:45 P.M., 1st race 8 P.M. sharp. Phone MON thru FRI 213-675-1922.

SPILLWAY CYCLE PARK
Santa Maria, California
1st Sunday of each month, A.M.E. sanctioned M.X. events. Sportsman classes $5.00 Mail, $10.00 Post, Senior Classes $10.00 Mail, $15.00 Post. 20% trophies sportsman. 100% payback to Seniors. Mail entries to Spillway Park 3292 Ferndale Drive, Santa Maria, Calif. 93454. Phone 805-937-4043 1-6 P.M. M-F.

Find it fast in the Cycle News Dealer and Services Directory

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Irving says: "The only way to let the world know of your coming events is to publish a listing in the Cycle News Calendar. Wouldn't it be just peachy to have a team from New Zealand show up at your next Poker Run? And the best thing of all is it's FREE, FREE, FREE. Just fill in this handy coupon (natch) and mail it. Our crack calendar editor will do the rest. Then stand back and watch the crowd.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

CALENDAR

SHORT TRACK & TT
El Toro Speedway, El Toro, Cal. Under New Management. El Toro exit, west on south side of freeway.

SUPER FUN MX
Saddleback Park, Irvine, Cal. No mail entry, $6 post entry. Three 20 minute motos. Gates open at 7:30. Experts $10. 100% payback. Info: 714/557-9243.

MOTOCROSS
Moreno Valley MC, De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate $2.00, Race $4.00. Info: 714/735-1301.

TT SCRAMBLES
Elsinore Raceway, Elsinore, Cal. Gates open 4 PM, sign up 5 to 7:30, practice 6:30, race 8. Watch $1.50, race $2.00. Free camping, silencers required. Sunday practice $1.00 per bike. Info: 714/826-2386.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, Cal., Hwy. 120 betwn. Oakdale and Escalon. Entry $2.50, Signup 5-7, pace 6-7, race 7:30. Class C. All classes. Silencers required. Info: 209/869-1457.

FABULOUS FUN MX
Carlsbad Int. Raceway, Carlsbad, Cal. No mail entry. $5 post entry. Three 20 minute motos. Gate opens 8 Am. Ex. $10, 100% payback. Info: 714/832-4555.

Oct. 6-7

CUSTOM CAR & MC SHOW
National Orange Show Frgnds., San Bernardino, Cal. Info: 213/588-1934 or 213/588-4551.

D-37 GRAND PRIX
Soledad Sands, Cal. Antelope Valley Fwy. to Crown Valley Exit. Entry $10. Free camping, swimming pool, party Sat. night, live band, rides and attractions. Participant pins and decals. Entries open Aug. 30, close Sept. 25. Silencers manditory.

Sunday, Oct. 7

AME MX
Spillway Cycle Park, Santa Maria, Cal. Sportsman classes $5.00 Mail, $10.00 post, Senior classes $10.00 mail, $15.00 post. 20% trophies sportsman. 100% payback to Seniors. Mail entries to Spillway Park 3292 Ferndale Drive, Santa Maria, Calif. 93454. Phone 805/937-4043 1-6 PM. M-F.

MOTOCROSS
Lake Dolores, 20 miles east of Barstow, Cal. Sign up 7:30, race 9. Entry $3.25, gate $1.50 adults, 75 cents kids Swimming and primitive camping. Info: 714/257-3315 or 714/252-2070.

CMC MX
Saddleback Park, Irvine, Ca. Gates open 6:30 AM, sign up 6:30-8:30, practice 7:30 to 8:30, first race 9:00. Jr & Int $5 mail entry, $10 post, Ex. $10 mail, $15 post. Riders covered by $3,000 medical insurance. CMC, P.O. Box 1402, Costa Mesa, Cal. 92626.

AMC MOTOCROSS
Orange County International Raceway, S.A. Frwy at Sand Canyon Exit. No mail entry or membership required. $5 post, 40% trophies same day. Experts $10, 100% payback. Gate: 7:00, Prac 8:00. Info: 714/832-4555.

FORMULA 750 ROUND
Spanish round of the 750 European road racing championship. Final round. Motvic, Spain.

CRC MOTOCROSS
Rawhide Park, Elsinore, Cal. Beg; Nov; Int; Ex; PP; mini; young; old. 40% brass same day. No membership. Info: 213/830-7519 or 714/688-1291.

GOLDEN BEAR ENDURO
CERA 200 mi. World Championship. Johnson Valley, Ca. Limed from Lucerne Valley, Ca. 6 AM. Drawing Oct. 1. CERA membs: $10, others $12, post $20. Limited entry. St. legal not req'd. 6 per min, 3 per team. Finisher awards. 2 SASE to Box 2102, Cypress, Ca. 90630. 714/527-4927.

MOTOCROSS
Rawhide Park, Elsinore, Cal. All classes. Gates open 5 AM, sign up 7 AM. Race 9. Info: 213/921-5466.

Trans-AMA Motocross

9-23	Springville, NY
9-28	Philadelphia, PA
9-30	Ontario, Can.
10-7	Lexington, OH
10-14	Washington, IN
10-21	Atlanta, GA
10-28	Orlando, FL
11-4	Houston, TX
11-11	Phoenix, AZ
11-18	Puyallup, WA
11-15	Livermore, CA
12-2	Irvine, CA

1973 AMA National Motocross Championships

9-9	New Orleans, LA

1973 AMA National Events

9-9 Atlanta, GA	Mile
9-16 Charlotte, NC	RR
9-30 Ontario, CA	RR
10-6 Gardena, CA	1/2

1974 Florida Winter AMA Motocross Schedule

February 3	St. Petersberg
February 10	Hialeah
February 17	Orlando
February 24	Tallahassee
March 3	Jacksonville
March 9	Daytona

Don't miss a single issue of the ever-exciting Cycle News Calendar. You never know what will happen next in this action-packed serial thriller. From naked-ladies to hairy scrambles, you'll thrill to it first in the Cycle News Calendar. To ensure you don't fall behind in the never-ending adventures of the motorcycle world, subscribe now! You never know when you'll see your name in print before millions of adoring readers the universe over (right, Lightening?).

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50¢

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Address_____

_____Zip_____

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NRA National Racing Association

Sept. 16 — Indian Dunes Valencia

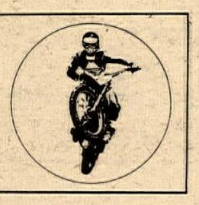
30% Trophies — CASH PAYBACK
Beginners-Jr-Int-Sr-PP-Mini
NO Membership — NO Mail Entry

AUG. SPECIAL
$1.00 Discount To All Members Of CRC, AME, CMC, BCA, AMC & NMA.

714-688-1291

SEPT. 23
RED MOUNTAIN
DESERT HARE SCRAMBLES
9 am start All Classes
Mini to Open
Beg-Nov-Jr-Ex
(20% Trophies & Finishers Pins)
Limed from Red. Mtn.
CRC (714) 688-1291

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS

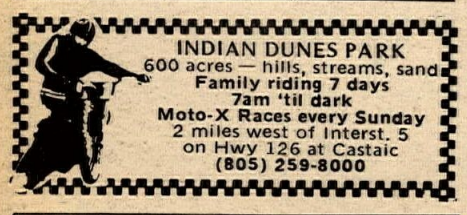


CARLSBAD MX
EVERY SATURDAY
3-20 min motos
no membership
info 714-832-4555

SADDLEBACK park
MX RACES EVERY SAT.
NO MEMBERSHIP
3 20-min motos
For Info. 714-979-9235

2nd Annual
Cotton Boll
National Enduro
Memphis, Texas
125+ mile enduro
October 8, 1973

Entries Close Oct. 1, 1973. No Post Entries. Send Standard AMA entry blank to: Track & Trail Riders Assoc., P.O. Box 9251, Amarillo, Texas 79105.



INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7am 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000

DISTRICT 37 RIDERS GET IT ON
9:00 am Sept. 9 Lucerne
STUMP JUMPERS 120 Hare Scrambles

Back by popular demand

MORE PHOTOS, BETTER DRAWING, EASIER TO UNDERSTAND

escape by trail bike

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NEW IMPROVED SECOND EDITION

Here's how the experts do it.

Send Check or Money Order Payable to Cycle News, Inc., P.O. Box 498, Long Beach, CA 90801. Must Include Your Name, Address, City, Sate, and Zip Code.

By the same people who produced the first edition

Kawasaki 100 Centurion
Like new, fast, dependable, extras, strong, $285. (805) 259-1516. (35)

CZ Electronic Ignition
New reliable Motoplat pointless igntion with lighter flywheel. Improves H.P. 20 minute installation. $99.50. Horizons Unlimited, 22726 Ventura Blvd., Woodland Hills, Ca. (213) 340-2191. (35/3x)

125 Pursang
32mm, road racing pipe, American primary chain, ported, unbreakable fenders, Filtron, super fast, good condition, $475. (805) 642-2591. (35)

'73 Greeves Griffon 250
Great condition, Filtrons, Cerianis, large barrel. $450 or best. (213) 845-6927. (35)

BULTACO Sherpa, 100, excellent, extras, never raced, $295. (213) 346-7029. (35/2x)

'72 PENTON 125, excellent cond., must sell immediately, $525. (213) 446-7023 or 447-0881. (35)

'59 RANCHERO — '65, 390 & CRUSO-MATIC, 3.10 gears, P.S. & P.B., tires excellent, trans-cooler, new upsholstery, 20K on engine & trans since rebuild, excellent condition. $450.00. Weeknights (213) 542-9604. (35)

'72 Pursang MX 125cc
Excellent condition, must sell, $450. (714) 985-3075. (35)

250 MX Yamaha '73
Showroom condition, except approx. 8 tanks later. First $800.00. (714) 735-0276. (35)

1972½ Penton Super Clean
Fast, ridden only 5 times, Mettco porting, plastic fenders. $375.00 and take over payments. (213) 371-3487. (35)

'72 YAMAHA 250 Enduro, immaculate, street legal, extras, $650 firm. (213) 833-1115. (35)

'73, 125 6 Speed DKW MX
2 down pipes, Filtron, 1st over piston, new trans rebuild, ported, Webco pegs, not ridden last 4 months, excellent condition, $615 firm. Call (714) 827-0220. (35)

'72 PENTON 125. P.P. fenders, new Motoplat, Mettco pipe, clean, $600.00, trade T.M. 125. '70½, 125 AMERICAN EAGLE, ported, shift kit by E.C. Birt. $400.00/best offer. T.M. 400, trick frame, P.P.'s, aluminum tank, ported, Konis, $650.00/best offer. (213) 836-8894. (35)

'73 SUZUKI 125 T.M. Konis, excellent condition, $600.00. (213) 839-4631. (35)

'72 Mettco Penton 125
Akronts with X4 spokes, Hallman bars, Konis, $115 on top end. New — chain, sprockets, rear Pirelli, trans., adjusted. We both go home smiling at $560.00. (213) 271-0144. (35)

LATE '72 Bultaco 125 Pursang. Mikuni, $675. After 5 p.m. (714) 646-5777. (35)

Ossa Stiletto 1972, 250 MX
OHV license, silencer. Family problems require quick sale. Only $550. (714) 463-1628. (35/2x)

'70 SL 100
Strictly dirt. Cam, new chain, fork brace, Webco fork springs, Mavrick shocks, handlebars, rear P.P. fender, 305 carb. Needs timing job. Want $300 but will sacrifice, $250. Call (213) 327-2596, ask for Tim. (35/4x)

Super Biken Bus
Super dependable & econ. '64 VW Bus, 9 pass. — fold down bed, xlnt. cond., $800. (714) 638-7274. (35)

Why Buy Two Bikes?
Street or dirt — '70, 360 Yamaha, immaculate, xtras, $475. (714) 638-7274. (35)

Sachs (DKW) Motocross
Off road registered, Mikuni carb., Filtron, Magura, Xdusor, fresh engine. Asking $345. (213) 670-3167. (35)

I'll Give You $10 If. . . . .
You buy my 1973 Yamaha 125 MX for $560 (offer). Set up for scrambles; Turner down pipe, lowered 1½", K-70's, compression release, porting; not a scratch! (213) 569-1279. (35)

'71 Ossa Stiletto 250
Very dependable, new rear tire, skid plate, P.P. front fender, Filtron, Akronts, extra gearing, fast, ex. cond. $475.00. (714) 557-3692. (35)

'73 Wombat
Cal-Gard, KN, Uni, straight cuts, Diamond. Enduro, dirt, or ? Perfect condition! $550.00 or offer. (213) 799-6400 or 262-8262, Bruce. Buy now! Arnacos included! (35)

'72 Datsun P.U.
Very clean, 8 track/FM stereo, Baja lites, Filtron, 33,000 miles. Never raced. $1895.00. (805) 259-7583. (35/2x)

Honda 250 Elsinore
9 weeks old, ridden 7 times, OHV sticker, $950, cherry. Ron, at Weber Machine (213) 432-6468. (35)

Konis! Rickman Frame!
New 1 pair 12.9 Konis and 1 pair 12.4, only $35.00 a pair. 1 used Rickman 125cc frame and swing arm, $85.00. 1 used CZ 250cc ignition, $25.00. (213) 349-3751. (35)

1972 CZ 250cc
8 months old, excellent condition. Special CZ tank, rim & fenders (white). Extra new stock CZ tank & fenders, $750.00. (714) 524-3442. (35)

CLASSIC 90% RESTORED 1964 MATCHLESS G80CS. New tires, sprockets, chain, cables, seat, & extra motor! Plus other parts. Very nice bike, $895.00. Bud Stone, 1501 Joann St., Columbia, Mo. 65201. (314) 443-8805. (35)

Triumph TT Special 650
1965 Triumph, dual disc brakes, trick motor, 1973 tags, street/race, chrome, reliable. Call (213) 781-1623 after 6 p.m., daily (213) 274-7451, ext. 386. $725.00. (35)

Bultaco 250 Pursang '73
Like new; never raced, Preston Pettys, Filtron, Honda seals, new rings. Have to see to believe — must sell — $750.00. (805) 259-8267. (35)

'72 CZ 400
Bought '73, perfect cond., over $1800 invested, has everything, plastic fenders & levers, alloy tank, trick chain guide, radial head, head & barrel porcupined, Konis, D.I.D. rims, heavy back spokes, Trel. front & rear. Must sacr., $1150 or best offer. (714) 837-1024. (35)

Bultaco Goes If Yam Doesn't
Ported, polished and matched. Call 1-(213) 456-8768. Any OFFER OK. $225/? (35)

250 ELSINORE not rode 2 months, injured, must sell, $850.00. (213) 964-4482. (35)

Sharp 250 Bultaco Pursang
New engine, chrome moly bars, 21" front, 450 Goodyear Eagle rear. Clean, fast & dependable, $395.00. (213) 335-8656. (35)

'73, 125 Super Trick Penton
Mettco ported-polished, trick pipe, P.P., 30 Bing and more. (213) 444-4117. (35)

1972, 250 Yamaha MX $575
'73 MX tank, excellent condition. (714) 987-3711. (35)

'71 Husky Motocrosser
Excellent condition, Honda seals, Filtron, K&N carb. Much more. Hate to sell but leaving state. $600 or offer. (714) 653-1632. (35)

1969 MAICO 250. NEW PISTON, seals, tires, front rim, rear shocks, reworked forks, 3 hours on engine. $350.00 or trade for good enduro. (213) 785-6418. (35)

'71, 250 Husky
Very clean, fast and reliable. Good condition! $675 or best offer. (714) 893-3177. (35)

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YAMAHA 125 M.X., '71½ SUPER TRICK. Fast and reliable, new top and bottom end. 168 pounds, 21 Akronts, new Barums front and rear, Konis, much, much more. Must see to believe, super sano, $385.00 or best offer. Paul (213) 652-1425. (35)

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Has everything. Akronts, Mikuni, Konis, plastic tank and fenders, JH pipes, wheel foam, Buchanan spokes, factory porting and much more. Excellent condition — must sell!! (714) 982-6806. (35)

Astro Frame
Chrome plated, excellent condition, super handling for any Bultaco 5 speed, with new tank, seat, and fenders, $100. (714) 753-4824. (35)

Discount To Desert Foxes
Husky '72, 400, 4 speed. Honda seals, Filtron, J&R silencer, extra gears & parts, better than new. Wife pg. $900.00. (714) 897-6279. (35)

'73 MAICO '501'. BETTER THAN NEW condition! SHOP maintained! Alloy tank, Konis, Mikuni, and much more! Only $1,050.00. Suzuki Lemon Grove (714) 461-1960. (35)

1973, 250 Bultaco $850
3 months old, almost new 250 Pursang. Hardly used at all. Call Richard (213) 463-1491. (35)

1972 Maico 501
Super clean, new piston, rear wheel bearings, spare fenders and alloy chain guide and brake pedal. Extras will include MX spare forks. SUPER DESPERATE, $1,000. (415) 523-1098. (35)

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for a 360? This '72 Enduro runs like new, but must sell this week. $600 or best offer. (213) 467-2435. (35)

Yamaha 250 YZ
Ridden twice, has Barum and Trelleborg and Konis, $1,800. (714) 442-6878. (35)

'71, DKW 125 MX, excellent cond., must sell, $400 or best offer. (213) 446-7023 or 447-0881. (35)

Honda Elsinore Swing-Arm Bushing Shop
We have in stock bronze bushings that will permanently solve your problem, $11.95. Calif. residents add 6% tax. Dealer inquiries invited. Tom Sawyer Honda, 26062 Bouquet Canyon Rd., Saugus, Ca. 91350. (35)

Hot Parts!
For C.B. and C.L. 350 Honda owners. High performance, K&H cam, S&W valve, springs & retainers, plus Webco pipes and megaphones. All new parts! Cost me $150.00, yours for only $90.00 or best offer. (213) 349-3751. (35)

'73 Mettco Penton 125
Porting, blueprinting, new bore & piston, modified Soundmaster pipe, and maintained by Mettco. Also, P.P. fenders, Konis, and Filtron. Perfect condition, fast, $825. (213) 833-4102. (35)

10' PILGRIM Camper, sleeps 4, double insulation, excellent, $1100. (213) 675-8016 or 675-5564. (35)

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38 Mikuni, Femsa ignition, Sunburst head, Curnutt shocks, plastic tank & fenders, Filtron, Akronts, fac. tools, etc. (ridden twice). $1100.00. (213) 949-3074. (35)

1970 NORTON 750. SHARP. Big cam, polished, ported and relieved, big carbs. Low mileage. $2,400 invested in it, will sacrifice for $1250. (714) 827-5265. (35)

1972, 400 CZ
Plastic tank, Konis, D.I.D. rims, 34 Mikuni, heavy duty spokes, good condition. Asking $850.00. Ask for Dillord (213) 423-4442.

'72 YAMAHA mini enduro, exlnt. condition, low miles, $225.00. (213) 889-6589. (35)

'72 HUSKY 450 W.R. Mint condition, never raced, $1,075. (213) 597-7029. (35)

'73, 400 Suzuki
Very, very fast, Trelleborg 4.60, full bore 3.15. 2 months old, perfect condition, $775 or best offer. Must sell. Jim (213) 861-4384 or 867-9829. (35)

1972½, 125 PENTON. YAMAHA FT. wheel, Akronts, new Trelleborgs, small tank, 32mm Mikuni. All the trick stuff. Must see, $750. (714) 530-8694. (35)

'73 COMBAT WOMBAT. Factory spec., ported, Wiseco piston, milled head, custom brake pedal, lowered pegs, Uni-levers, Magura throttle, chain, sprocket & complete engine is micro-sealed. Must sell, $595.00. (213) 545-0051. (35)

SELL '69 Husky, runs good, looks good. Need cash, $395.00. Chuck (612) 372-0542. (35)

Honda SL 100
Dirt ready, 9 months old, knobbies, megaphone or stock muffler. Top shape, hardly used, great MX'er, $295. (213) 645-0509. (35)

'73 CZ 250, 5 Speed
Ridden only 3 times, already set up, see to believe, best offer. (213) 472-9986. (35)

15' SMUGGLER TRAVEL TRAILER, carries 5 bikes, sleeps six, porta potti, battery pack. Used only two weeks. Save $400, $1700 firm. (714) 832-7256. (35)

Private Parties & Dealers
prepare now, plan to attend, CYCLE SWAP-O-RAMA, Sept. 28, Orange County Fairgrounds. Set-up 2 PM-5 PM. Public 5 PM-midnight. Information (714) 637-1835. (35/4x)

'73 CZ — FIVE MONTHS old, 34mm Mikuni carb., Konis shocks, Teflon cables, Filtron, complete factory tools & manual, mint cond. $1500.00 invested, sacrifice for $1050.00. (213) 674-6752. (35)

Wanted — Good 250 Maico
Will trade my 350 Suzuki Rebel 40 HP street twin with only 3800 orig. miles or will buy Maico basket case or parts. (714) 463-1628. (35/2x)

For Sale 1973 Yamaha 125 MX
With many extras, immaculate, never raced. See to appreciate! $575.00. (213) 869-5276. (35)

1972 CZ 250
Super sano 250, with D.I.D. rims, new tires, plastic fenders & tank, Reeds, 34mm Mikuni with trick porting. Over $850 invested in trick extras. Sacrifice $900, best offer. Dave (714) 639-4399. (35)

750 NORTON engine and gearbox parts — pair 1-5/16 G.P. carbs. (714) 538-4387. (35)

SACRIFICE 1972½ DKW M.X. Hornet. Many extras, $550.00/best offer. (213) 698-6684. (35)

'72 Bultaco 350, $800, New Cond.
See at Valerian's. Home (213) 837-2673, work (213) 277-4556. Call during week. (35)

DKW 125 MX, XLNT. COND. Super fast, Moto Plat, Turner pipe, Baja ported. Must sell this week, $475.00. (213) 691-2447. (35)

'73, 250 Bultaco Pursang
Like new, only ridden a few times, very fast, never raced, $800.00. (714) 522-4950. (35)

Elsinore 250
Xlnt. cond. Must sell. (213) 697-5160. (35)

'71 AJS 370cc
Excellent condition, wide power range, lots of torque, never thrashed. Asking $550.00. Call Bob (213) 345-7860. (35)

13' OUTBOARD with trailer, $175.00. (213) 866-4375, 639-0217 ask for Dave. (35)

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Bassani pipe — Arnaco shocks, lowered Maico front end, newly rebuilt — best offer. (213) 371-8494. (35)

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Used 1973 rental unit disposal, full equipped, excellent condition, 100% financing, factory warranty, 15-18 feet models below cost. (714) 537-2861. (35)

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Clean, dependable and very fast. Ported, never been raced, $600 firm. Ask for Dave, after 5:00 (714) 675-8672. (35)

"71¾ CZ 125"
Ported, Mikuni, plastic tank & fenders, new piston & rings, new bearings, seals, new shift shaft, new rear rim with H-D spokes, Konis, Magura throttle, Terry cable, folding pegs, more. $400.00. Call (714) 638-8798. (35)

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New re-built engine, new bore, Akronts, Rahm fenders, Mettco prepared bike. (213) 326-9314. (35)

1972, 125 Pursang
Perfect condition, raced three times — trophied three times. Cylinder ported, super fast. See and make offer. (213) 881-3553. (35)

'73 YAMAHA 250 MX, excellent cond., many extras. $850 or best offer. (213) 286-1228. (35)

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Curnutts, Goodyear, full bore, Diamond chain. Spares include: 4 tires, rings, plugs, chain, factory prep manual, etc., etc. Best offer takes everything!! (714) 888-3362. (35)

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1300 miles, perfect condition, must see. Bassani, Girlings, Nitto. (213) 348-4517. (35)

Very Fast
1972, 250 CZ IRZ. Filtron, Akronts, T&M pipe, all plastics, Konis, turned by The Bike Shop. Super clean, $1600 invested, sac. $795.00. Must sell!!! (714) 870-1756. (35)

Dave Montgomery's 125 Suzuki
3 months new, has beaten Pentons and all. Extremely fast, specialized tuning. $650 or best offer — plus Monark for $600. Call (213) 242-1211 or 655-6400. (35)

Yamaha 175 Dirt Bike
'72¾, must sell, 100 miles. Fast, race ready with extras, super bitchen condition, $500. (213) 764-6763. (35)

'72¾ CZ 250
Plastic tank, plastic fenders, lever and throttle. Akronts, chrome-moly bars, custom pipe, Mikuni carb., 450 Cheng Shin, 2nd suspension, Filtron, Honda fork seals and shifter, factory tools and gearing, very clean, $700.00. (213) 398-4548. (35)

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'73 Bultaco 250 Alpina, 260 miles, $850. Late '72 Husqvarna CR, xlnt. cond. with extras, $795. Bill Walter's leathers, cost $85.00, asking $45.00. Top Gear boots, size (12), cost $60.00, asking $29.00 and Bell Super Magnum, cost $50.00, asking $29.00. Call (714) 828-0190. (35)

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Exlnt., many extras, $975 and it's yours. (805) 251-1456. (35)

1972 Chev. Luv
Shell, U.S. mags, lo-miles, $2395. (213) 548-1872. (35)

1973 YAMAHA 250 MX, like new cond., Curnutts, K&N filter. Take over payments. (213) 633-2468. (35)

'70 CZ 360, $500
Excellent condition, rebuilt engine, Konis, 36mm Mikuni, Akront, plastic CZ fenders and air box. Many more extras, plus all stock equipment. (213) 833-5817. (35)

1973 Maico 400 Radial
Never raced, crashed or crunched. Less then 10 hrs., stock, 13,000. Also '68, 120 Kaw. all trick done, clean & fast. Ask $275.00. (714) 532-4351. (35)

New Home Forces Sale
1971 — 360 Bultaco. New cables, cases, grips, tires; helmet, goggles, jerseys, leathers, boots, gloves, gas cans, aluminum loading ramp, center stand and lots more, $475.00. (714) 540-7388. (35)

'73½ CZ 400, run 5 hrs., must sell, $1050.00. (714) 276-0623. (35)

'70 Husky 400 $500
Must sell this weekend, A-1 desert bike. (714) 987-6483. (35)

'71½ MAICO 250, SUPER CLEAN and reliable. Just overhauled engine, gearbox and clutch. Must sell; need money for school. Aft. 6:00 p.m. (714) 675-5491. (35/2x)

Two BSA's
1971 B-50T, 500cc single, 21" Akront, 350 tire, spark arrester, Filtron, green sticker, plus '73 license, plastic fenders, $575.00. 1936 BSA 1000cc Vee Twin. Four speed hand shift. A complete machine that runs good. I've no room nor time to restore it so it has to go, $650.00. Call Chuck Minert at (213) 944-4605. (35)

'70½ Bultaco Matador 250
C.D.I. ignition, Diamond chains, leak proof seals. New piston, tires, bearings. Excellent condition, super reliable, never raced. $500.00 or best offer. (213) 776-2330 days, 670-1918 evenings. (35)

Pierre Karsmaker YZ 360
Is not for sale, but mine is. Professionally maintained during short time raced prior. Better than new, spares and tuning data included. All at a price you can afford. Financing available. (805) 543-6723. (35)

Nylon Jerseys
One day only — Sat., Sept. 15th, 9:00 a.m. — 6:00 p.m. Vented nylon jerseys, $8.95. Lightweight nylon jerseys, $4.95. Heavyweight nylon jerseys, $6.95. Free name put on. Bike logo & riding number at slight extra cost. Encino Kawasaki, 5759 White Oak Ave., Encino. (213) 345-0475. (35/2x)

Production Racer
George Roche's 750 Kaw. H-2, '73 model, 400 actual miles, has all the nec. modifications, 5 races, 4 wins. Call (714) 642-6780 days. (35)

For Sale Yamaha Store
with complete machine shop, and bicycle sales and service. Lake Havasu City, Arizona. (602) 855-4613 ask for Jim. (35)

Free New Konis or PMC Tank
with 400 CZ. Showroom condition, rarely ridden. When you see it, you'll buy it. Must sell now. Ask for George, days (213) 245-8761 ext. 368, nights (213) 845-0516. (35)

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Partsman. Preferably experienced in Yamaha. 5 day week, plus benefits. Call (213) 635-8058. (35/TFN)

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If it isn't here it might be at the CYCLE SWAP-O-RAMA Sept. 28, 1973, 5 PM to midnight, Orange County Fairgrounds. Check it out!! (35/4x)

'73 Hodaka Combat Wombat
4 months old, ridden four times, not raced, brand new condition, O.V.R. sticker, $625.00. (213) 444-6004. (35)

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Yamaha DT1, 250
Ported, frame lowered. Hi compression head, expansion chamber, 21 inch wheel, 450 knobby. Handles great, good condition, many extras. Asking $385.00. (714) 525-4575. (35)

CZ Factory Replica '73, 250
Fast — clean, $1050.00. (714) 639-5300, Bob, 8 a.m. to 5 p.m. (35)

Must Sell, 250 Husky
1970, 250 Husky, new clutch, set up by shop, good deal for $450 firm. Call Larry (714) 993-5383 eves., (714) 871-3232, ext. 4445 day. (35/2x)

Reed Valved Super Rat
'72½ plastic tank and fenders, porting by Bike Shop, immaculate and reliable. You must see it! $400.00. (714) 586-0775. (35)

'72 YAMAHA 250 MX, ¾ YZ, Gary Jones' practice bike, $750. (714) 595-2524. (35)

1971 JAWA 500cc SPEEDWAY BIKE. Rarely used, $1050.00. 22" rear wheel, magneto, ready to race. (714) 633-3104. (35)

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'72 YAMAHA MINI ENDURO. Used very little, has been stored for past 7 months. Must sell, moving, $250.00. Also 3 speed Raleigh Bicycle, $15.00. (714) 774-1209. (35)

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Just like new! 4 months old, completely stock, $300.00 firm. (213) 337-6153. (35)

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15% discount on all new motorcycles, including 15% parts discount at time of motorcycle purchase. Call (213) 390-3406. (35/2x)

'72 Monark G.F.
Konis, 2 tanks, GOOD swing arm. Call (213) 443-5712. (35)

1972 Husqvarna 125 CR
Excellent cond., never raced, ridden 20 hrs., $800.00. (213) 377-6610. (35)

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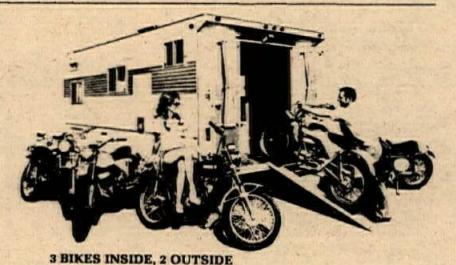
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SUPER FAST MONARK 125. Suzuki kit pipe, CZ chain, new Rahm fenders, rear tire, D.I.D. rim & cables, trick. Call Dan (714) 756-2208 or (714) 755-7114. (35)

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Must sell 6 speed Penton. Excellent condition, clean, Konis, plastic fenders, quick throttle, new rear Metzeler, new spare Goodyear, bike used little, extras, $525. (213) 283-6895. (35)

'73 Yam. 360 MX, Sell Or Trade
Only 6 rides, desert. Trade for sano '73, 125-75 Penton. $850.00. (213) 797-6738. (35)

'71 YAMAHA 125 Enduro, dirt only, like new, $325.00. (213) 633-2468. (35)

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Extras, xlnt. cond., $495 or best. (213) 548-1872. (35)

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Faster than a 1950 VW, it has been toilet trained, but can still leap tall buildings in a single bound — Bultaco Matador. (213) 598-5686. (35)

HONDA 150 seats — new, $15 ea. Call (213) 549-3173 Wilmington. (35)

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Sell 1961 Dodge ¾ ton, 4 wh/dr. P.U., 8 ft. bed, 59,000 miles, $995. Sell 1971 DKW (Sachs), 5 speed enduro, licensed, $395. Want Cheney BSA. (213) 352-4249. (35)

1972 Husqvarna 125
Filtron, Rahm fenders, Honda fork seals, excellent condition, $625.00. (714) 544-1333. (35)

'72 Penton $475.00 Firm
6 speed, "B" model, very, very fast, good condition. Must see and ride for yourself — Call (213) 867-4754 after 6:15 p.m. 9302 Maple St., Bellflower, Ca. Ask for Dan. (35)

1973 Bultaco Pursang
Ridden once, must see to appreciate, $900.00. (714) 636-1336. (35)

Motorscooter Liquidation
Partial assemblies, many parts, all chromed, easy to assemble. Our inventory cost $8500 — make offer. Phone (213) 424-4334 or write: Halter, 3581 Walnut, Long Beach, Ca. (35)2x)

Bultaco Pursang
'72 Pursang 125, ported, reed, extras, must sell, $325.00. (714) 837-3227. (35)

Suzuki 125 MX
Must sell — clean & fast, plastic tank, Petty fenders, reed valve, Arnaco shocks & more. $400.00 firm. Also very clean Suzuki 90, $300.00. (805) 497-2583. (35/3x)

1970 Suzuki 125
Many extras, xlnt. condition, $300.00. (213) 696-5400. (35)

'72 Bultaco 250
Stuffed & balanced crank, P.P. fenders, Filtron, Honda seals, sprocket, Diamond chain, good condition — must sell, $620. (213) 243-9333. (35)

'72 Husky 250 CR
Mint condition, extras, $875.00. (213) 769-8018. (35)

'71 Husky 250
Hardly raced, excellent condition, stored 1 year, $700.00. (714) 822-7623. (35)

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Now available for Hodaka, Wombat Combat, & Honda Elsinore 250. The Poppy Company, 820 No. Hollywood Way, Burbank, Calif. 91505. (213) 845-6766. (34/TFN)

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The new ESCAPE BY TRAIL BIKE, second edition is out — and on sale — at: Cycle News, P.O. Box 498, Dept. Squeek, Long Beach, Ca. 90801. Send $3.50. (35/TFN)

Trade
125 Penton for SL 70 or XR 75. (805) 822-3405. (35/3x)

Yamaha 250 MX
New in March '73, seldom ridden, some extras. OHV, J-bars, etc. $690, excellent condition. Call Larry at (213) 244-7678. (35)

1970¾ BULTACO Pursang 250cc, looks and runs great, $349.00. (213) 244-0062. (35)

Tires Dunlop Sports
300x21 or 400x18 off new bike, $15.00 ea. Bultaco tank, 3.2 gal. used twice, $25.00. Gibb's 12 volt, FM, stereo radio, $30.00. (714) 842-7324. (35)

'72¾ Bultaco Pursang 250
Well maintained stock engine, very reliable, extras, $795.00. Must sell, will make bargain. 1969 Dodge Van, 1 ton, V8, auto., 185 hp, $1,950. (213) 645-2256. (35)

Bultaco, Sell Cheap
'71 Bultaco 125 Sherpa, needs work, $195.00. (213) 349-5347. (35)

Honda Elsinore 950 Bucks
or $450, take over payments. Call for details. Also Husky, late '70, set for racing, $450. Must sell both NOW! Phone at 6:00 p.m., Dave, (714) 493-8019. (35)

1969 Kawasaki 120
585 miles, excellent cond., torque up pipe free, $250.00. (213) 377-6610. (35)

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the Original, the Largest, cycle parts and accessories swap meet: Friday, 9-28-73, 5 PM to Midnight, INDOORS, at the Orange County Fairgrounds. Information (714) 637-1835. (35/4x)

1970 Husqvarna 250
Excellent condition, must sell. $675.00/or best offer. Phone (714) 673-2943. (35)

XR 75 Honda
in stock at: Tom Sawyer, 26062 Bouquet Canyon Rd., Saugus, Ca. (805) 259-4616. (35)

1971 Penton
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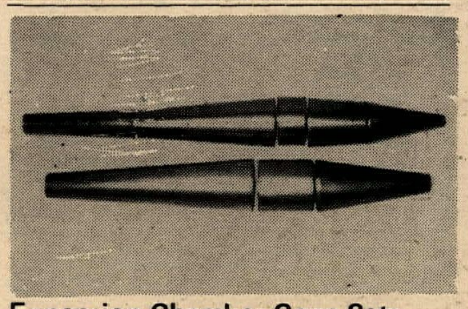

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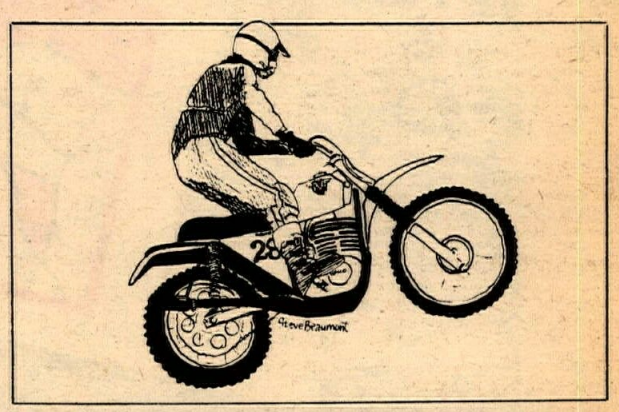

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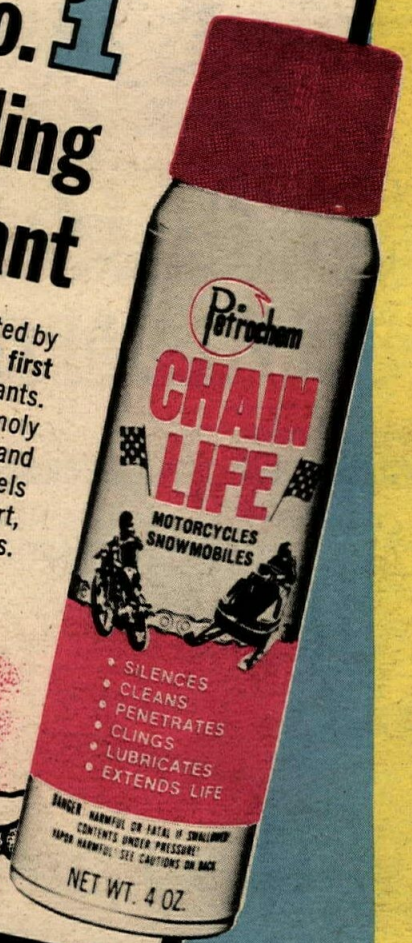

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